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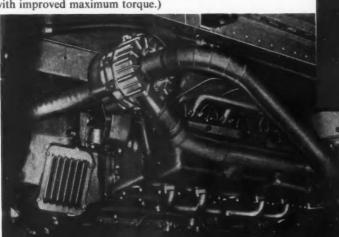
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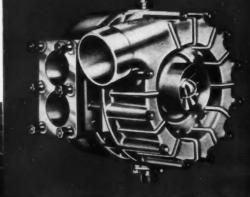


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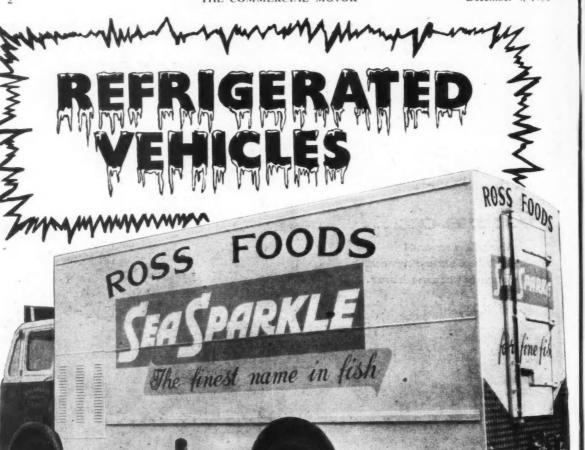
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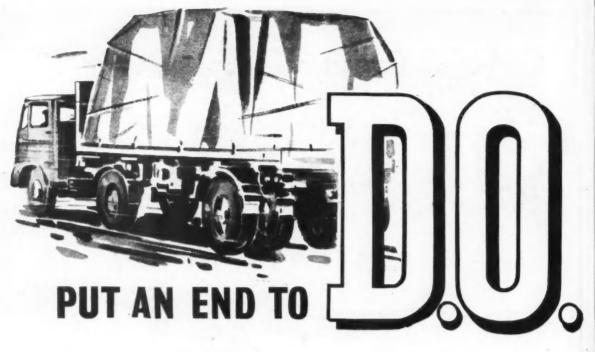
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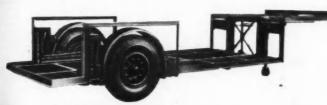
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(Above) STANDARD 4-WHEELERS—Among the most widely used independent trailers—and the simplest to operate—TASKERS offer a range with capacities from 3 tons up to 10 tons each with bodywork to choice. Incomparable construction too, with all components and operative features designed and developed for the easiest handling of large transport, in the yard or on the road. (Taskers Publication 1205.)

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(Left) 10-TON DROP FRAME (or 'LITTLE GIANT') SEMI-TRAILER—For Contractors Plant and Machinery. Can be either side- or end-loaded, the rear wheel assembly being readily removable as a complete unit. Winch gear and loading ramps available. (Taskers Publication 1200.)

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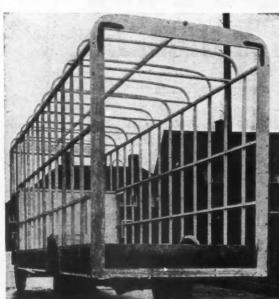
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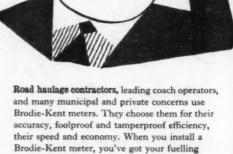
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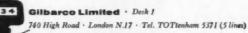
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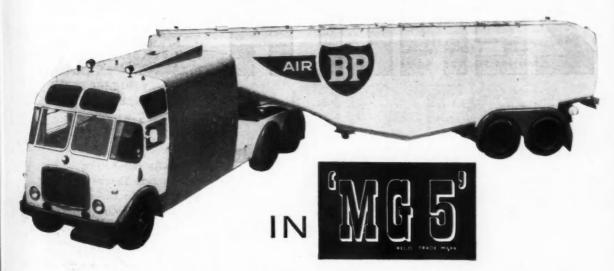


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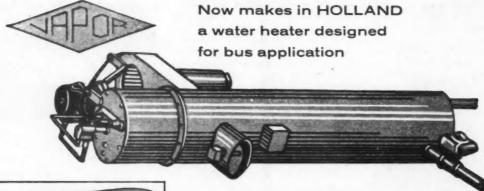
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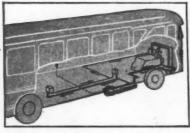
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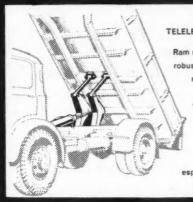
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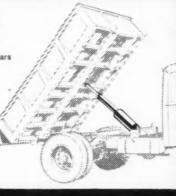
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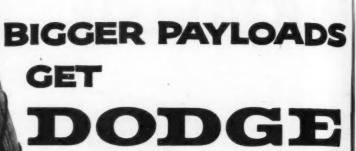
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DECEMBER 4, 1959 VOL. 110 No. 2833

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Pink Pills

WITH the approach of Christmas, traffic congestion in big towns threatens to become worse than ever before. Already about 5 per cent. of the scheduled mileage of London Transport's central buses has to be cancelled every day because the vehicles cannot penetrate the traffic. In addition, the speeds of those buses that continue to run sometimes fall to an average as low as 6 m.p.h. This represents a substantial and measurable wastage of a large capital investment, and is being reproduced in important transport undertakings in cities all over the country. The loss caused to trade and industry through delay in the delivery of goods is less easy to calculate, but is undoubtedly even greater.

The Glasgow authorities are among those who are much concerned about the problem, and are further restricting parking as a short-term remedy. They and other civic bodies may well be influenced in their future action by the experimental restrictions introduced by the Minister of Transport in Central London on Monday. His measures to alleviate a desperate situation include bans on loading and unloading of goods vehicles at key points in a "pink zone" from 1 p.m. until 6.30 p.m. He is, of course, merely administering pills to relieve pain, and is not trying at this stage to cure the malady.

Concentration of deliveries into the few working hours before 1 p.m. will create a new artificial traffic peak, and may aggravate local congestion, at least for a period. Only experience will show whether the ripples of congestion will extend outwards from the source and cause a widespread build-up of traffic that takes the rest of the day to clear.

Hard on the Distant Operator

Greater hardship may be caused to the provincial operator than to the London haulier or C-licensee, because he may find it difficult to schedule journeys from distant points so that deliveries can be made within the permitted four hours or so. The problem would be eased if more shops could accept goods before 9 a.m., but often a shortage of staff precludes an extension of working hours at the beginning of the day. The result for the distant operator might, in an extreme case, be the loss of almost a day's use of a vehicle.

The success of the Minister's arrangements depends solely on the co-operation of commercial-vehicle users and traders. So far as operators are concerned, this has been assured by the Traders Road Transport Association and the Road Haulage Association. Indeed, the office of the London and Home Counties Division of the T.R.T.A. is being used as an operations room from which to survey the working of the restrictions. Thus the road transport industry has again demonstrated its willingness to join with authority in promulgating measures which act to its own detriment, but are necessary to overcome the chaos caused by lack of vision in planning town streets to meet the ever-growing volume of traffic.

The knowledge that one great manufacturing organization alone hopes within two years to be producing a million cars a year should stimulate the authorities to take drastic steps to deal with an unremitting urban problem. The introduction of new cheap small cars has brought motoring within the range of an even wider section of the population, and the situation facing town planners demands urgent, far-seeing action. The extent to which the parking of cars in streets and waiting by goods vehicles can be restricted is limited, and this method of keeping the traffic lumbering along can be regarded only as a temporary, unpleasant expedient. It is no substitute for positive action in the shape of major improvements to streets, including the construction of underpasses and flyovers at busy junctions.

Trying It On

T a time when thousands of man-days are being lost Athrough irresponsible strikes, it was surely audacious of the Conference of Shipbuilding and Engineering Unions to demand a 40-hour week without loss of pay and an increase of £1 a week in basic wages. The employers were generous to offer, without qualification, a 421-hour week. They certainly could not have been expected to concede also an advance in wages.

Admittedly, the unions have not called the strikes, and have, indeed, been embarrassed by them, but they are morally responsible for disciplining their members. They have disciplinary machinery which some of them do not seem to be slow to use if a member refuses to observe an official strike, but is strangely inactive when the unions' orders to remain at work or to return to it are ignored. They must shoulder their self-imposed burdens if they wish for further concessions.

Although there is widespread prosperity, Britain is faced by severe foreign competition which cannot be met unless delivery dates can be guaranteed and prices are favourable. Neither of these requirements can be satisfied if delicately geared production schedules are continually to be dislocated by sudden strikes called by a minority of workers to the detriment not only of their employers, but also of their fellow employees.

The commercial-vehicle industry has a flood of orders which can be fulfilled in reasonable time only if production is uninterrupted, and if workers co-operate with management.

Men Who Make Transport—10

Philip Sy



Mr. P. S. Henman, a practising Christian.

Bird's Eye View =

In the Pink

T the Press conference at which his "Pink Zone" proposals A T the Press contenence at which his for dealing with London's Christmas traffic problem were revealed, Mr. Ernest Marples, Minister of Transport, impressed me as much by his grasp of a new subject as by his handling of questions, some of which were sharply edged. He had, he said, no desire to persecute the motorist, who represented a lot of revenue and a lot of votes, but that if thrombosis (or clots in the blood stream) set in, the roads ceased to be means of

Refusing to be drawn on his future plans for metropolitan traffic, he did say that if Waterloo Bridge, for example, were used efficiently at rush hours, it could have the effect of giving London another bridge. The Minister did much for the Post Office. Let us hope he will bring some new and constructive thinking to a problem that has us all baffled.

Follow My Leader

M. G. D. RAMSAY, who has just been appointed traffic manager of the Western S.M.T. Co., Ltd., in succession to the late Mr. J. M. Harper, is following a familiar path, for it was in Mr. Harper's family firm, Harpers of Peebles, that he started his transport career in 1929. In 1932 he transferred to the Caledonian company at Dumfries and joined Western S.M.T. when the two companies amalgamated. In recent years he has been responsible mainly for court and licence work, tours and schedules, and acted as traffic manager during Mr. Harper's long illness.

The Razor's Edge

SUGGESTION that should promote road safety comes Afrom the vehicles committee of the National Road Transport Federation. It is that a light box framework, with, perhaps, a chequered design, should be placed over the whole B28

width of "knife-edged" loads, such as steel sheets laid flat, which are barely perceptible at night. Where traffic is moving at high speed, such as on M1, this precaution is much needed.

Flank Attack

your drivers are slack in keeping records, Mr. R. E. G. Brown, secretary of the London and Home Counties Division of the Traders Road Transport Association, is the man to talk to them. His gift for making a difficult subject plain was never better demonstrated than when, last Friday, he addressed employees of T.R.T.A. members in the Reading Area. Many similar meetings for drivers have been held in the division.

An outside adviser is often in a much better position than an employer to make the vital point that records have to be kept and statutory hours observed to protect the driver. That is the line that seems to succeed where others fail.

Woman at the Helm

WOMAN with a man's knowledge of transport has just Aretired from West Bridgford Transport Department after 37 years' service. She is Miss H. Alton. Mr. L. C. Harrison, general manager of the department, tells me that some years ago, when sickness denuded the undertaking, she practically ran it for several weeks. Such women are scarce.

Affairs of Kaos

I a dispatch from the People's State of Kaos, Maj. Ole Oil, technical adviser to CLOT, reveals a transient difficulty in licensing procedure under the Highways and Hedges Act. It appears that the weekly passenger vehicle operating an express service from the capital to the salt mines of Phlat Bir carries convicts in one direction and bagged salt on the return.

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Sydney Henman

But for a severe attack of rheumatic fever during early youth, Mr. Philip Sydney Henman's career might well have been rounded off by a Bishopric or the Presidency of the Methodist Church. The son of a nonconformist minister, he had no doubts as to his vocation. Then illness laid him low and formal education leading to high academic qualifications was out of the question.

So it came about that he began to work at an office desk, instead of in a pulpit, and it seemed that he was all set for a steady career in marine insurance. Then he was called up to the Army (the 1914-18 war was at its grimmest) and for four years, until he was 21, the City of London knew him not at all.

Governments of the 'twenties found no solution of the unemployment problem. Many a first-class brain rusted for lack of use in those days; many a good man lost hope and ambition simply because of the difficulties of even getting started. Mr. Henman had his share of hard times. He joined the long queues at City employment exchanges, prepared to "go anywhere, do anything."

True, he found a job all right. He entered an export merchant's office in a lowly capacity, his chief duty, it appears, being to deliver parcels. Eighteen months later the firm failed and Mr. Henman was out again.

But at the age of 23 he really got under way. He joined the General Lighterage Co., Ltd., as manager. In five years he was managing director. By 1938 he controlled the company. In 1950 it became a public company with a share capital of £500,000. Today he is a director of some 30 companies, a Lloyd's underwriter, a farmer in a big

way, and, of course, chairman and joint managing director of the Transport Development Group, Ltd., whose turnover in 1958 was not far off £3½m.

I said he might have been a Bishop. Well, there seems to be a certain inevitability in the careers of outstanding men. I do not doubt that had he fulfilled his early ambitions and become a cleric he would have achieved brilliant distinction. As things turned out for him, progress was uninterrupted after he joined the lighterage business.

It was almost by chance that he became concerned with road transport, which began, for him, as a service to customers using his company's lighters and wharves—as an ancillary to the organization's real job. But he soon got to the heart of the road haulage business, observing its weaknesses, planning new ways to take it out of the rather haphazard atmosphere surrounding it in the 'twenties.

Management is, in his view, the key to prosperity in this industry, as in any other. Yet he does not believe that, as a corollary, this means the end of small units. He encourages the small man, but recognizes his difficulties. The Transport Development Group is designed to foster small companies rather than absorb them. Management, advice, capital—these are elements they often lack. Transport Development Group's mission in life is to provide them—in return for reasonable profits.

City Not Allergic

He denies that the City deprecates the road haulage industry and is reluctant to put money into it. He invited me to look again at the Group's net profit for 1958—£208,580—and asked me to consider whether that was the kind of figure associated with a Cinderella industry.

I asked him about the reluctance of big business to buy the large transport units thrown on the market by denationalization. Did this not, I asked, reveal some distaste or distrust for road goods transport? Not at all, said the chairman of Transport Development Group. What it meant was that people with money to invest were chary about an industry over which there hung the threat of renationalization by the Socialist Party. But that was not the same thing as distrust of road haulage per se.

He does not believe that investors fight shy of any reasonably profitable, well-managed industry. Road haulage, he is convinced, shows every natural sign of virility and the people with money look towards it without suffering attacks of nerves. The carriage of goods by road is, he pointed out, unlikely to diminish in the foreseeable future.

I asked Mr. Henman about his ambitions for the Group, for, be assured, this man who started the hard way and achieved riches, as well as prestige, by careful planning and skilled management, is not one to be satisfied with long thoughts of yesterday. Does he aim at providing, under private enterprise, a national network rivalling, or even surpassing, that of British Road Services? He smiled. In his soft voice he just said, "Why not?"

One learns a lot about a man from his hobbies. He would, I think, deny that his work for Foreign Missionary enterprise is a hobby. Indeed, his burning interest in this aspect of Christian work could, I sensed, have easily been the sole topic of our conversation. But, hobby or not, the spread of Christianity throughout the world absorbs much of his time and energy outside Bucklersbury House.

To it he devotes his worldwide travels and much of his private fortune. So, though he uses one word, Management (and you can almost hear the capital letter when he utters it), to sum up the leading ingredients of success in the road haulage industry, I am sure he would, but for his native modesty, use another as well. That is the word Integrity.

H.C.

By The Hawk

So far, the Minister of Transport has been unable to determine the rate of duty to be paid on the vehicle, perhaps because the operator, one Len-Mi-Dolla, is a brother-in-law of the Minister. The only satisfied customer at present is the Minister of Marine, who levies a toll for the use of all bridges on the road to the salt mines. It is believed that this is a prequisite of his office.



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Appeal Decisions Cut Tax on Compensation

NOTHER tax battle was won by the Road Haulage Association last week, this time on behalf of hauliers whose nationalized under the Transport Act, 1947. The Association sponsored two appeals to the Special Commissioners of Income Tax and won both. As a result, many hauliers may have to pay far less tax than was expected on sums awarded in compensation by the British Transport Commission.

London Round for Drivers' Contest

STEPS were taken on Monday to establish London's first eliminating round in the Lorry Driver of the Year Competition. It will be promoted by Stepney Road Safety Committee, on the authority of the horough council.

authority of the borough council.

Mr. P. J. Turner, of Thos. Allen, Ltd., who presided at the inaugural meeting, said that many important operators were interested in setting up a local centre, which would have the active support of the Road Haulage Association. The R.H.A. would probably award a trophy for the all-out winner. The Traders Road Transport Association are being asked to organize a maintenance competition in conjunction with the event.

There was no shortage of volunteers for a committee to launch the round. They were the Mayor of Stepney (Mr. J. F. Calnan), Mr. E. Chandler (road safety officer), Mr. R. Waite (secretary of the committee), Mr. H. C. Younge, Mr. J. P. Wells, Mr. H. H. Crow, Mr. W. R. Townsend, Maj. F. W. Firminger (Royal Society for the Prevention of Accidents), and a nominee each from the T.R.T.A. and S.P.D., Ltd. Mr. A. E. Sherlock-Mesher (The Commercial Motor) and Mr. E. K. Wenlock (Motor Transport) agreed to act as advisers.

The first task—and a difficult one—is to find a site for the tests. The possibility of using Victoria Park is one of the suggestions being investigated.

DRIVERS' PAY INCREASED

IN agreement with the Transport and General Workers' Union, British Oxygen Gases, Ltd., have increased the basic rates for transport workers by 13s. a week, and the night allowance by 4d. an hour.

The Co-operative Wholesale Society's transport agreement has been amended to include a 15-18-ton category, for which the wages are £10 14s. a week in London and £10 1s. in the provinces.

SECURITY DEVICES ON SHOW

AN exhibition of security devices is to be staged by the vehicles security committee of the Road Haulage Association in London on Tuesday morning. It will be held at the Millwall depot of J. Spurling, Ltd. About 15 vehicles are expected to be available for inspection by members of the committee and technical experts. The committee will meet in the afternoon.

The Commission were required to compensate the owners of acquired businesses in accordance with a formula prescribed by Section 47 of the Act. In an earlier test case it was decided that in transactions of this kind there was no sale within the meaning of Section 17 of the Income Tax Act, 1945, and, therefore, balancing allowances or charges fell to be assessed on the basis of openmarket value under Section 60 of that Act.

Balancing charges were assessed on the assumption that the compensation paid by the Commission for vehicles was in fact their market value at the date of acquisition.

It was this principle that the R.H.A. successfully challenged last week. It was argued that a price fixed by a formula could not possibly be open-market value, and that some figure other than the compensation received for the vehicles must be taken for taxation purposes.

The Special Commissioners of Income Tax upheld the R.H.A. view that compensation for vehicles was not to be regarded as open-market value. They determined this value by reference to an independent valuation, having regard to the market conditions existing at that time. They arrived at amounts totalling, in one case, the equivalent of just under a quarter of the aggregate compensation paid for the vehicles. In the other instance the figure was just over half the compensation received. This case may, however, go to the High Court.

MI BAN IMPOSED: SAFEGUARD FOR DRIVERS

DRIVERS of Marley Tiles, Ltd., Sevenoaks, Kent, have been forbidden to use the M1 because the hard shoulders are considered to be a menace.

Mr. V. Dugay, transport manager, told The Commercial Motor last week that he had imposed the ban after reading reports of vehicles which had pulled on to the shoulders and sunk into the ground.

He was also perturbed about what would happen if an eight-wheeler ran on to the shoulder when taking emergency action to avoid another vehicle.

"We want to safeguard our drivers against the carelessness of other road users," he said.

The M1 had been used without mishap by the company when it was first opened, but drivers had now been told to keep to A5. About 100 heavy vehicles are sent along this route every week.

Nearly 2,000 Special A Vehicles Supplied

WAKEFIELD motor dealers, Comberhill Motors, Ltd., were recognized as one of the principal sources of supply for special A licences and had dealt with nearly 2,000 vehicles. They had converted vehicles, registered as platform lorries, to tankers and other specialized types.

This was stated by Mr. J. M. MacInnes, a former sales manager of the company, when an application by Fred Chappell, Ltd., Batley, to put on A licence five tankers, originally registered as special A platform vehicles, was continued at Leeds on Monday.

Mr. MacInnes said that he had told the directors of Chappell that so long as a new vehicle went on to the special A licence at its specified weight, thereafter it could be altered in any way provided that it was reweighed and any additional tax paid.

These methods had been put into operation only after seeking advice from the Yorkshire Licensing Authority's office. It had been the practice to buy units all over the country. Vehicles were registered and weighed with platforms, which were replaced by tanks.

Assignment and substitution forms were made out for the customer to sign and copy letters, notifying conversion, were provided to send to the Authority. Mr. P. Kenny, for Chappell, suggested that Comberhill Motors were, in fact, providing tankers and the licences to operate them and acting as a second Licensing Authority.

Similar Experience Elsewhere

He had experience of similar conversions in the Western, Metropolitan, Scottish and Northern Areas, said Mr. MacInnes. British Road Services had done the same thing at Norwich, where at one time they ran "flats" for nine months and converted them to tippers for the rest of the year.

The onus was on the customer to make his peace with the Licensing Authority after a conversion. The dealer could only suggest what should be done.

Answering Mr. J. Edward Jones, for certain objectors, Mr. MacInnes said a letter to the Yorkshire Licensing Authority asking what would happen on the expiry of the special A licences received no reply. Mr. MacInnes believed that Comberhill Motors would have been told if what they were doing was wrong.

Mr. Edward Jones submitted that Comberhill Motors had licensed units and "engineered" the weights to produce vehicles which were never intended for use in the name of customers.

Asked by Mr. J. H. A. Randolph. Yorkshire Deputy Licensing Authority, whether it had occurred to him that when an operator signed the form G.V.1.A. he was making a declaration of intention. Mr. MacInnes replied: "Yes, but not at the same weight." At no time, he added, had there been any attempt to alter four-wheelers into multi-wheelers.

The inquiry will continue next month.

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on Standing Passengers

A N off-peak ban on standing passengers comes into operation on buses of Manchester Transport Department on January 3. This ruling was approved by the transport committee on Monday, but will not prejudice national negotiations on the question.

Exceptions to the rule, put forward by the men's union, will allow eight standing passengers on buses for football matches, factory services and hospital visiting. The new rule will not apply to the new 77seaters, which, the crews claim, should carry no standing passengers at any time. Manchester is now using 10 of the new large-capacity buses for training purposes.

Cllr. C. R. Morris, chairman of the committee, said that even if the question of standing passengers on the new buses had been settled, it was doubtful whether they would have gone into service because of the shortage of staff.

The department required 700 more drivers and conductors to operate full services without the need for excessive overtime.

TOWN MOTORWAYS: ACTION

THE problem of urban motorways was being investigated by the Ministry of Transport, Mr. John Hay, Parliamentary Secretary to the Ministry, said on Monday. Speaking at the opening of the New Ferry by-pass on the A41 Birmingham-Birkenhead road, he said the Ministry was examining the possibility of guiding drivers to alternative routes between big towns and holiday resorts next summer.

The new by-pass has two 24-ft. carriageways and cost £300,000.

OILERS NOT TO BLAME

FUMES from oil-engined road vehicles were not responsible for the increase in lung cancer, said Dr. P. J. Lawther. head of the research group on atmos-pheric pollution for the Medical Research Council, at West Bromwich last week. He explained that cancer-producing substances in the air would have to be inhaled for 20 years to have any harmful

BUS ORDER CUT

AN order for 15 Leyland bus chassis has been cut to 11 by Stockton-on-Tees Transport Committee because fewer passengers are being carried. The general manager of the undertaking had advised that needs could be met with 100 vehicles, instead of 104 as originally thought

Eight old buses are shortly to be disposed of.

BUS INQUIRY GOING FORWARD

VICE-CHAIRMAN is to be A appointed to the Committee on Rural Bus Services to steer its work while Prof. D. T. Jack, the chairman, is engaged as a member of the Advisory Commission on Central Africa. The investigation into rural bus services will thus not be delayed.

Manchester Imposes Ban Tribunal Reject Attempt to Restrict Haulier to Work from Named Base

HAULIER need not carry goods from and to the place which he names as his permanent base, the Transport Tribunal have ruled in a written judgment on the appeal of the British Transport Commission v. R. A. Bradbury. The 'West Midland Licensing Authority had granted Mr. Bradbury an A licence in continuation of a special A licence.

Mr. Bradbury had said that his permanent base or centre would be Leek. where he lived, did his clerical work and housed and serviced his lorry. The vehicle returned to that address every

For almost the whole of the currency of the special A licence, the vehicle was used exclusively under sub-contract to situate, and a separate application must be made in respect of each such base or centre."

The purpose of the sub-section, the Tribunal point out, was to tell a prospective applicant to which Authority he must apply. The applicant was not expressly required to tell the Authority where or what his permanent base or centre was. Under Section 5(1)(c), however, he had to inform the Authority in what way he intended to use his vehicles if he obtained the licence.

It was arguable that the identification by an applicant of his permanent base or centre was not intended to carry with it any restriction on the manner in which he

employed his vehicles.

The B.T.C. submitted that as none of the goods to be carried were to be loaded at or in the neighbourhood of the place stated as Mr. Bradbury's base, could not be the place from which it was intended that the authorized vehicle would normally be used.

The Tribunal describe this submission as "startling" and dismiss it. They point out that section 5(3) is in general terms, and if the Commission's argument were correct, tramp haulage would be impossible. Parliament could not have intended so seriously to cut down the benefits conferred by Section 7(2) and (3).

"The user of a vehicle from a place for the purpose of carrying goods' does not necessarily connote the carrying of goods from that place," the Tribunal declare. "Whether the vehicle starts from a place empty or loaded, it can be said to be used from that place 'for the purpose of carrying goods'."

In rejecting the Commission's argu-

ment, the Tribunal say they are supporting previous judgments in the Stamper and Hay's Wharf cases.

FORTHCOMING EVENTS

December 14.—Institute of Transport Henry Spurrier Memorial Lecture, 66 Portland Place, London, W.1.

January 16-27, Brussels Show,

March 10-20.—Geneva Show.

April 26-29. — Institute of Transport Congress.

April 28.—Institute of Transport annual dinner. Dorchester Hotel, London, W.1.

May 3-13.—Mechanical Handling Exhibition, Earls

Court. London.

May 17-19.—Public Transport Association annual nference. Scarborough

July 5-8.—Royal Show, Cambridge. October 6-16.—Paris Show,

November 3-13.—Turin Show.

Smith of Eccles, Ltd., Urmston, near Manchester. Goods were carried from and to places throughout Lancashire and the Midland counties, and occasionally outside those areas. None of the goods were loaded at or in the neighbourhood of Leek. The Commission held that, in the circumstances, Leek was not Mr. Bradbury's base.

In their decision the Tribunal say the case turns on the construction of Section 5(3) of the 1933 Act. This states: "In the case of A licences or B licences, the application must be made to the Licensing Authority for the area in which the permanent base or centre from which it is intended that the authorized vehicles will normally be used for the purpose of carrying goods for hire or reward is

New Highway Code Published

AN enlarged and more colourful Highway Code, the fifth since 1931, was introduced by the Minister of Transport on Monday. It is widely on sale at 6d.: applicants for provisional driving licences will receive free copies.

The latest edition contains a section on rules to be observed on the motorways, restates the principles of the new double-white-line system, and clarifies several familiar instructions to drivers. The signal indicating readiness to be overtaken no longer exists (it was apt to be confused with other manual signals), and the Code clearly states that there are no general rights of way at roundabouts.

The new motorway section introduces

25 rules. For urban drivers, a new rule states that a vehicle should not be driven forward at a green traffic light if it is clear that by so doing it will block the junction when the signals change.

Another advises that "when turning at a road junction, give way to pedestrians that are crossing." The use of headlights is advised in daytime mist or fog, and dipped headlights are recommended in built-up areas unless the street lighting is good.

The new Code indicates some 100 ways in which road users can transgress the law, and the diagram illustrating the stopping distances of motor vehicles has been redrawn to deal with speeds between 20-60 m.p.h.

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Men in the News

MR. R. HAMILTON, rolling stock superintendent of West Hartlepool Transport Department, is to retire next year.

MR. JOHN NORTON BARRY, chief engineer of the Yorkshire Traction Co., Ltd., for the past 26 years, will retire at the end of the year.

MR. WILLIAM E. DUCK, chairman and managing director of the Firestone Tyre and Rubber Co., Ltd., has retired after 43 years with the company.

MR. C. M. MERRICK. managing director of Petrofina (Great Britain), Ltd., has become, in addition, chairman. MR. E. ROBERTS has been elected a director.



Mr. G. D. Ramsay, traffic manager of the Western S.M.T. Co., Lid. (See page 586.)

MR. CLAUDE A. PAGE has been appointed a director of Measham Motor Sales Organization, Ltd. He has been associated with the company since 1945.

Mr. W. MARTIN-HURST, managing director of Teddington Aircraft Controls, Ltd., will become executive director (production) of the Rover Co., Ltd., next

MR. A. D. WALTON, sales director of Maxima Lubricants, Ltd., has entered a nursing home to undergo an operation. He is expected to be away from business for some weeks.

MR. JOHN COOKE has been appointed export director of A.E.C. (Sales), Ltd., on the retirement of MR. J. M. E. FELL. It was Mr. Cooke who secured the order for 250 Regent buses for Teheran. He has had much experience of Middle East and European markets.

MR. G. C. HILDITCH has been appointed general manager and engineer of Great Yarmouth Transport Department. He was previously deputy general manager and engineer of Plymouth Transport Department, and takes the place of MR. R. F. BENNETT, who has gone to Bolton as general manager and engineer.

Mr. CHARLES BOSTOCK has become a director of Garlick, Burrell and Edwards, Ltd., a Braid Group company.

MR. G. L. NEATE has been appointed general manager for new business by Firth Cleveland Finance, Ltd. Mr. W. J. WATERS has been appointed general manager for administration.

Mr. C. A. LAWRENCE, general sales manager of Taskers of Andover (1932), Ltd., is retiring at the end of the month for health reasons. He has been with the company for 27 years and in his present position since 1945.

MR. F. J. SLEE has retired as joint lubricants manager of Shell-Mex and



Mr. John Cooke, the new export director of A.E.C. (Sales), Ltd., succeeds Mr. J. M. E. Fell.

B.P., Ltd., after 36 years with the company. MR. L. H. CONEY, who has been joint manager since 1954, is now manager. MR. K. FIDLER has been appointed manager of the company's south-east London branch.

NEW TRANSPORT COMPANIES

R. G. Morcom Transport, Ltd. Cap. £10,000. Dirs.: R. G. Morcom, 8 Fore Street, Tregony, Cornwall: and J. M. Barnes, Suncliff, Porthleven, Cornwall. Reg. office: 8 Fore Street, Tresony. Cornwall

Cornwall, Reg. onice; a Fore Sirect, Freedily.

C. Harding and Sons, Ltd. Cap. £2.000. Dirs.:

W. I. Harding, 74 Bell Hill Road, Bristol, 5, and
R. A. Krywald, Clararton, Woodstock Road,
Kingswood, Bristol, Sec.: R. A. Krywald, Reg.
office: 74 Bell Hill Road, Bristol, 5.

A. Mallinson, Ltd. Cap. £100. Dirs.: A. Mallinson and Mrs. M. Mallinson, 12 Park Avenue, Flockton, near Wakefield.

J. W. Binks, Ltd. Cap. £100. Dirs.: J. W. Binks, 5 Beech Street, Seghill, Northumberland, R. Binks, 10 Percy Street, Cramlington, Northumberland, W. Binks and J Binks. Sec. R. Binks. Reg. office: 5 Beech Street, Seghill.

W. Pattinson, Ltd. Cap. £5,000. Dir.: W. Pattinson, Hillside, Plumbland, Aspatria. Cumberland, Sec.: E. M. Pattinson. Reg. office: Hillside. Plumbland, Aspatria.

Commins, Coaches, Ltd. Cap. £100. Dirs.: Mrs. M. Commins, 24 Albany Road, London, N.4, and G. P. Bourke, 30 Cressida Road, London, N.19, Sec.: G. P. Bourke, Reg, office: 37 Cornwallis Road, London, N.19.

Trallage, Ltd. Cap. £100. Subs.: Jean Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Swinards Lutury Coaches, Ltd. Cap. £10,000.
Dirs.: D. A. Swinard. 58 Bond Road, Ashford, Kent, F. H. Campbell and J. L. E. Campbell, I May Pits, Ashford. Sec.; J. L. E. Campbell. Reg. office: 14A Beaver Road, Ashford.

MR. G. GODFREY PHILLIPS has been appointed a director of the Chloride Electrical Storage Co., Ltd.

SIR GILMOUR JENKINS, a past permanent secretary of the Ministry of Transport and president of the Institute of Transport in 1954-55, has joined the board of East Kent Road Car Co., Ltd.

MR. F. PEARSON, director and controller of British Belting and Asbestos, Ltd., will become managing director on January 1, in succession to SIR WILLIAM C. FENTON. Sir William will remain chairman.

MR. W. M. DRAVERS has succeeded MR. W. T. JAMES as chairman of the Devon General Omnibus and Touring Co., Ltd. Mr. Dravers has ceased to be managing director. LORD BUCKHURST has been elected a director.

MR. GEORGE LLOYD will relinquish his position as joint managing director of the British Motor Corporation (Australia), Pty., Ltd., in the New Year, but will remain a director. MR. H. J. GRAVES will then become sole managing director. He is also a director of the Austin Motor Co., Ltd. Mr. N. W. LAWRANCE has been appointed commercial director of the Australian company and MR. R. L. ABBOTT director of manufacturing. MR. H. SAINSBURY and MR. L. SHIMMIN have been appointed associate directors.

B.R.S. EXPECTED TO BE PERFECT

A HIGH degree of periods.

A expected of British Road Services, for them HIGH degree of perfection" was and it was not good enough for them just to apologize when vehicles had been operated irregularly.

This was stated before Mr. F. Williamson, North Western Licensing Authority, by Mr. J. A. Dunkerley on Monday, when B.R.S. sought an A licence for 17 vehicles. Mr. Dunkerley, for Messrs. Jackson and Hill, argued that all hauliers should be treated alike regardless of size.

For B.R.S., Mr. G. H. P. Beames said that if the application were granted, the vehicles would be based at Sandbach and five special-A licences for 17 vehicles at Warrington, St. Helens, Liverpool, Chester and Hindley would be given up.

B.R.S. originally ran eight vehicles from Sandbach, but the depot there had been closed. Since 1956 these vehicles had been operating from bases different from those specified on the licences. The position would be put straight if the application were allowed.

Mr. Williamson said that B.R.S. had been careless. He granted a licence for 16 vehicles, deleting the 17th because it had not been used since February.

OBITUARY

WE regret to announce the death of MR. C. F. RUSSETT.

Mr. Russett was a prominent Bristol haulier until nationalization. He had served on several national committees of the Road Haulage Association, and at the time of his death was chairman of the Bristol and District Sub-area. He was 67. 959

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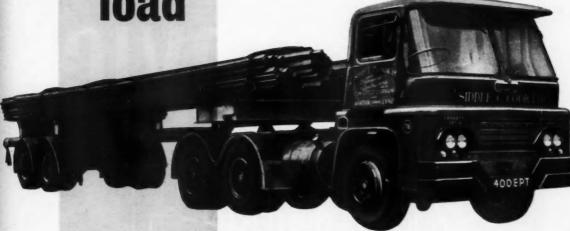
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Whatever the load



there's a GUY built for the job









Within the Guy range of goods chassis are vehicles suitable for every type of haulage work.

Tankers, tippers, tractors, long wheelbase or short, whether you move steel from Glasgow to London or cornflakes from Manchester to Liverpool, there is a Guy that will give you the greatest pulling power, economy and reliability that it is possible to get.

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Atkinsons say yes to Polyester!

with their handsome cab moulded from structural plastics

Cabs for commercial vehicles are ideally made of structural plastics. Atkinsons Vehicles Ltd., of Walton-le-Dale, are now constructing the cabs of their diesel lorries with Beetle polyester resin/glass fibre, and the example shown—one of a fleet of new vehicles supplied to Robinson's Transport (New Worley) Ltd.—fully exploits the advantages of structural plastics. The cab is of one-piece construction, giving lightness, strength, and durability. Any knocks or damage can be easily and cheaply repaired.



Atkinson Vehicles Ltd. now fit lighter, more durable cabs than hitherto, and the net weights of their vehicles are reduced with advantage to their payload capacity

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The alkali-containing glass known as 'A' Grade will be discontinued.

ture and heat resistance.

And the prices come DOWN

As from 1st December, 1959 the price of 'E' Grade Fibreglass reinforcing mats, rovings and chopped strands will be considerably reduced.

Two things have made possible this combination of highest quality and lowest price—greatly increased demand and greatly increased production. When, at the end of this year, extensions at our Birkenhead Works have been completed, Fibreglass Limited will be the largest producers of plastics reinforcement materials in Europe.

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NAAFI'S AUSTINS SERVE THE TROOPS

-wherever they are

From snow-bleak Salisbury Plain to the steaming jungles of Malaya, Naafi serves the troops, supplying thousands upon thousands of Army, R.A.F. and R.N. units throughout the world.

To cope with a job this size their transport fleet is enormous in numbers and scope. In that fleet Austins, newcomers 4 years ago, now form a good

"Standardised on Austins"

Take mobile canteens. These vans are in use on every force's station with outlying units. And not in this country alone, but in Cyprus, Singapore, Hong Kong, Malaya, Tripoli, the Maldive Islands. They face every kind of weather condition, cross ground you'd think twice about walking over.

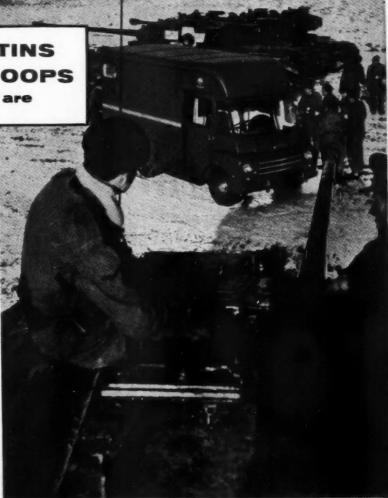


Sea-stocking at Portsmouth. With a 6 a.m. start, driver Ray Davis gets round 26 ships by 10 o'clock stand-easy. His cargo—260 trayfuls of mixed pastries. His opinion of his Austin 5 ton diesel: "A really marvellous motor—beautiful performance. And very good for comfort—Nsafi look after you there."

Now listen to Mr. J. P. Macdonald, Controller of Transport. "For our mobile canteens we have standardised on Austin 1 ton petrol-engined chassis. We have found Austins better suited to this work than any other vehicle. Even under the most arduous conditions they have proved more than equal to the job."

From warehouses and bakeries

Then take Austin 3 and 5 tonners. Log-



Naafi break on Salisbury Plain. Men of the Queen's Own Hussars take time off from tank training to warm up with a cuppa. The Austin 1 ton mobile canteen has had to cross rutted carttracks and rock-hard, snow-covered fields to reach the Centurions.

warehouses show long hours, long runs, weekly mileages of up to 1,500. Others work for bakeries—and it's always night work here, setting-off time anything from midnight to 5 a.m. with 100-mileplus journeys ahead and 20-25 drops to make by army breaktime.

The world over

The world over Naafi's Austins are at work. In Malta 1 tonners deliver 9,000 loaves a day to British servicemen's families. In Aden and Singapore 15 cwt. Omnivans service Vendipac machines. And Naafi's first 5 tonner in Malaya is now operating-an Austin, built in Singapore.

Back now to Mr. Macdonald. "Austins measure up well and do a good hard job of work. After-sales service is good. Austins are getting an increasing stake in our home and overseas fleet.'

Then take Austin 3 and 5 tonners. Logbooks of those that work for Naafi's to Naafi by Maskells (Brixton) Ltd.



Night run from a bakery. Tray upon tray goes into the Austin 3 ton diesel before it starts on the Bovington-Blandford run, a round 178 miles. At Nanf's bakeries 36,000 pies and pastries are all in the week's work and you can see sausage rolls 48 feet long.

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THE AUSTIN MOTOR COMPANY LIMITED LONGBRIDGE . BIRMINGHAM



Firestone 'SUPER TRANSPORT'

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Road Surface to Carry Electricity

BY mixing graphite powder with sur-road can be made to carry an electric current, and warmed in winter to prevent the formation of ice.

This has been discovered after many years of research by the Road Research Laboratory, and an experimental stretch of road is to be laid this winter.

The method of heating a road by means of wires embedded in the surface may now be abandoned. Cost of laying the new type of surface may be £2 square yard, but this could be halved if the graphite mixture were widely used.

A 50-v. current is applied, and the cost of electricity might amount to about £1,000 a mile for a whole winter. stated that there would be no harm to people or vehicles from the electrified surface

NO MORE GRANTS FOR COAL VEHICLES

BECAUSE of the underemployment of coal-carrying vehicles, Maj. F. S. Eastwood, Yorkshire Licensing Authority. stated at Leeds on Tuesday that he would not grant any more licences for coal traffic. The Barnsley pool of coal vehicles was "shrieking for work," he added, and he had seen 50 tippers, all belonging to coal hauliers, at work on the new Doncaster by-pass.

The comments arose out of an application by Mr. A. Mallinson, Flockton, near Wakefield, to increase his radius for carrying coal, coke and firewood from eight to 50 miles.

Maj. Eastwood, refusing the application, observed that "any amount of vehicles are standing idle due to much of the work being transferred to the railways.

STEEL BODIES UNSUITABLE

STEEL bodies were not suitable for the carriage of noxious chemicals, claimed R. Bailey, managing director of E. Bailey and Sons, Ltd., Bradford, when his company made an application to add a 31-tonner to their A-licensed fleet at Leeds on Tuesday.

Mr. Bailey added that he had had to change to wood bodies as acid attacked the metal ones. Maj. F. S. Eastwood, Yorkshire Licensing Authority, granting the application, which was unopposed. remarked that Mr. Bailey's statement was curious because there had been a switch to steel bodies for this kind of work in the East Riding.

PERKINS SELF-CONTAINED

To ensure that the interests of users of Perkins engines are protected, the Perkins group-which is part of the Massey - Ferguson organization - will remain as a self-contained entity although a single M.-F. management has been set up.

(Great Massey-Ferguson Ltd., has become Massey-Ferguson (United Kingdom), Ltd. Mr. A. A. Thornbrough, head of the world-wide M.-F. concern, said on Tuesday that Perkins' output would be expanded to 40 per cent, above the 1959 level.

Haulier Changed to Heavier Vehicle

BRADFORD haulier who wanted a A BRADFORD haunce who between vehicle to carry wool between factory and mills purchased a special A licence attached to a tractor without a semi-trailer. He immediately changed this for a new vehicle, for which he signed a blank application form. The form received by the Licensing Authority stated a weight of 3 tons 13 cwt., whereas, in fact, the vehicle weighed 13 cwt. more. This was stated in Leeds last week before Mr. J. H. A. Randolph. Yorkshire Deputy Licensing Authority.

The haulier, Mr. A. McCormack, said that he had never seen the tractor. He took the licence to a dealer and asked him to obtain a new platform vehicle for him.

Cross-examined by Mr. A. W. Balne, for the British Transport Commission, Mr. McCormack said that he completed the purchase of the tractor in December, 1958. He did not know what vehicle had been assigned to him at the time of purchase. The new vehicle had been delivered in January, 1959. He had never had it weighed.

"You filled in a form in December neither knowing nor caring what the weight was?" asked Mr. Balne.

"If a salesman sells it to me, and he tells me he is going to get it. I buy it from him," replied Mr. McCormack. He agreed that he took no steps to ensure that he got a vehicle of 3 tons 13 cwt.

The hearing was adjourned so that a statement of earnings, the vehicle's log book, weight ticket and any correspondence between vendor and purchaser relating to the unit could be produced.

STANDING BAN LIFTED

BUSMEN at St. Helens have agreed to allow standing passengers in a 73-seat bus. This has not been used since it was bought several weeks ago because of a union ban on standing passengers. The men have agreed to five standing passengers at peak times only.

Motorway Petrol Vehicle As Efficient As Oiler

COMMERCIAL vehicle with an A advanced type of petrol engine and used exclusively on motorways should operate as efficiently as an oiler.

This claim was made on Tuesday by Mr. C. L. Goodacre, of the Associated Ethyl Co., Ltd., at a meeting of the Automobile Division of the Institution of Mechanical Engineers in London. He was one of a number of speakers who discussed the desirability of high compression ratios for petrol engines.

Mr. Goodacre said that a motorway vehicle would need costly high-octane fuel. A ratio of 15 to 1 was probably the highest which could be obtained with existing British cylinder-head design, but the American General Motors Corporation had experimented with ratios of 25 to 1.

High compression ratios reduced exhaust-valve temperatures and noise levels. A Hillman Minx engine, the ratio of which had been raised from 8 to 1 to 11 to 1, gave 25-40 per cent, better fuel consumption.

NEW TILLING WAGE AGREEMENT

It is expected that there will shortly be a new revision of the draft agreement on the procedure to be followed in settling future negotiations on wages for clerical and supervisory staffs of the Tilling companies.

The first draft submitted by three trade unions in September was amended by the employers to an unacceptable degree. Much agreement was, however, reached at later discussions and the employers are making further revisions.

SURVEY TALK

THE survey of C-licensed vehicles made by the Traders' Road Transport Association will be the subject of a talk by Mr. H. R. Featherstone, assistant national secretary of the Association, at the White Horse Hotel, Congreve Street, Birmingham, 3, on December 14 at 2.30 p.m.



Walter Alexander and Co. (Coachbuilders), Ltd., Falkirk, built this 29-seater upon an Albion Nimbus chassis. Plastics mouldings were used for the front and rear end structures. All other framing is of light alloy.

More Rest, Fewer Buses, Says Mr. Fitzpayne

MORE vehicles would have to be taken out of service if bus and tram crews in Glasgow had more frequent Saturday rest days, Mr. E. Fitzpayne, general manager of Glasgow Transport Department, stated last week. He was advising the rejection of the

employees' claim to have one Saturday in six off duty instead of one in 12. Workers also wanted double time for Saturdays instead of time-and-a-half.

Mr. Fitzpayne added that at present half of the crews free on Saturdays offered to work at double pay, but this could not be accepted unless fares were

PETROL BUSES-3.8 M.P.G.

SIX petrol-engined buses in service with Morecambe and Heysham Transport Department returned an average fuelconsumption rate last summer of 3.8 m.p.g. They are some of the last doubledeck petrol buses still in service with municipal undertakings, and will be replaced next year by three Leyland Titan PD2.37 oilers.

Rushden Company Taken Over

THE ordinary share capital of Town-Carriers, Ltd., Rushden. sends Northants, has been acquired by another haulage company, E. W. Braybrook, Ltd. The directors of Townsends Carriers. Ltd., retired on Tuesday. Mr. D. E. Braybrook has become managing director of the company, and Mr. A. D. Daniels, who had been at the Rushden group office of British Road Services, is general manager.

The companies will operate separately under their own names. No change in Townsends' staff is expected.

"ROAD THROMBOSIS"

BUSES would die of "road thrombosis" unless something were done about congestion in the city, Mr. F. S. Taylor, general manager of Newcastle upon Tyne Transport Department, has warned. In the evenings buses were sometimes running three-quarters of an hour behind schedule.

He suggested experimental "no-parking" zones in the centre of zones in the centre of Newcastle.

Evidence Not Enough for Grant

APPEARING before the Transport Tribunal in London on Tuesday, Mr. T. H. Campbell Wardlaw, for Border Engineering Contractors, Ltd., Whitehaven, admitted that evidence given to the Northern Licensing Authority could not justify the grant of licence with conditions as wide as those sought.

The company had applied for a B licence for an articulated low-loader of 25 tons capacity to work for John Laing and Sons, Ltd., as required, and carry plant, machinery and equipment within 100 miles of Whitehaven.

Mr. Campbell Wardlaw asked the Tribunal to grant a licence with amended conditions authorizing the carriage of plant, machinery and equipment in Cumberland or within a radius of 30 miles.

The company, he said, carried on a

substantial business as public works contractors and plant hirers. They needed a low-loader as a commercial necessity. The vehicle was at present on C licence and being used "most actively.

If the licence were granted, the vehicle would still be used 75-80 per cent. for the company's own business. The vehicle was the only low-loader of its size based in West Cumberland, and the company had received many requests from other concerns to use it.

Respondents to the appeal were the British Transport Commission, Siddle C. Cook, Ltd., Consett, County Durham, and Robert Liddle, Ltd., Carlisle. For the Commission, Mr. J. R. C. Samuel-Gibbon said that there was no doubt that any grant, however limited, would be at the expense of the existing operators.

The hearing was adjourned.

Mr. Hanlon Taken to Task by Tribunal

AN observation by Mr. J. A. T. Hanlon, Northern Licensing Authority, that he was not satisfied that a haulier had operated within the scope of his normal user was criticized by Sir Hubert Hull, president of the Transport Tribunal, in London on Monday.

The Tribunal allowed an appeal by Mr. A. V. Dawson, Newport Road, Middlesbrough, against Mr. Hanlon's refusal to add a vehicle of 7½ tons to his A licence.

Sir Herbert said that no contention that Mr. Dawson had exceeded his normal user had been put to the Authority by the British Transort Commission.

The Tribunal could not agree that there had been any inconsistency with the normal user, figures which were produced did not enable anyone to come to an adverse conclusion on the appellant.

Mr. T. H. Campbell Wardlaw, for Mr. Dawson, said that the Authority's decision could not be supported. His client had an expanding business and encountered difficulty in obtaining hired haulage. He was operating in the greatest steel town in the country, and had clearly established need for additional tonnage.

For the Commission, Mr. J. L. R. Croft told the Tribunal that he had conceded, at the original inquiry, that a case had been made out for an additional vehicle but not of the weight applied for. The B.T.C. wished "London and Home Counties" to be deleted from the normal user.

Customs Procedure Made Easier for Goods

SIMPLIFIED form of Customs pro-A SIMPLIFIED Total of Control of operating to certain European-countries will come into force on January 7. This follows Britain's ratification of the Customs convention on the international transport of goods under cover of carnets of the Transport Internationale Routier.

convention reduces Customs The formalities for vehicles carrying goods across more than one frontier. present, goods being exported by road are subject to inspection by Customs officials of the exporting country and at each frontier crossing.

Goods sent under the convention will normally be inspected only in the countries of origin and destination. Carnets will also serve as a bond, and the carrier will not be subject to the payment of

deposits or duties en route.

Countries to which hauliers will be able to operate under T.I.R. carnets are: Austria, Belgium, Denmark, France, Western Germany, Italy, Luxembourg, the Netherlands, Sweden and Switzerland.
Vehicles will have to fulfil technical

conditions specified by the convention. The Ministry of Transport are the approving authority for Britain.

B.I.T.A. PRIZES

SUPPLEMENTARY prizes of £25. to the John Morris memorial award valued at £550, by the British Industrial Truck Association next year. premier award will enable the selected candidate to attend a materials-handling training course at Lake Placid, U.S.A., in June, 1960.

Candidates, who must be sponsored by their employers, should make application to the secretary of the association at 94-98 Petty France, London, S.W.1. They will be required to write a paper on the development of industrial trucks.

TRADERS NOT CONSULTED

Some local authorities failed to consult shopkeepers when framing traffic regulations, and others sought but ignored traders' advice. This was stated when regional officers of the National Chamber of Trade met in London last week.

The Minister of Transport's Christmas traffic plan for London was presented to traders as an accomplished fact, it was observed.

SUPERPOISE INCREASE

THE price of the Commer Superpoise 3-ton pick-up has been increased. The petrol-engined vehicle is now £660 and the oil-engined version £780. The price chassis and cab remains unchanged.

14m. OUTLAY

SUM of £14m. is to be spent by A Edinburgh Transport Department from 1959-62 on new buses, tramway reinstatement, workshops at Portobello, and equipment. Each year 50 buses will be purchased.

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New Tile-making Technique Creates Lorry Demand: Low Rates Quoted

A NEW technique for making tiles of powdered slate gave rise to two applications before Mr. L. H. Shelton, acting North Western Deputy Licensing Authority, last week. He was told that North Wales quarries could now compete with makers of clay tiles, but that hopes of reviving the quarry industry rested upon the provision of adequate transport.

Mr. J. Parry, Glan Conway, sought to add an articulated outfit to his A licence to carry powdered-slate tiles from North The British Transport Commis-Wales. sion, Messrs. Williams Bros., Queens-ferry, and Messrs. Jones Transport objected.

Supporting the application, Mr. O. Edwards, traffic manager of the Dinorwic Slate Quarries Co., Ltd., Llanberis, said that powdered-slate tiles were being produced at the rate of 250 tons a week, but new machinery would enable this to be doubled by January.

Messrs. Williams Bros. and Grey Motors had been given the first opportunity to carry the traffic at £3 10s. per 1,000 tiles, but vehicles were obtainable from them only occasionally.

Cheap Transport Needed

A low rate was necessary, and vehicles under public A licences were better than contract-A licensed transport, said Mr. Edwards. Present requirements were six vehicles a day.

Questioned by Mr. P. Jones, for the private-haulier objectors, Mr. Parry agreed that he had made an identical application five months ago, but it was refused. Since then a contract-A licence had been taken out with J. Dean, Ltd., quarry agents, in order to cope with the increased demand.

Mr. Edwards agreed with Mr. Jones that one of the hauliers serving the quarrying concern had gone bankrupt, but denied that this was because of the

For the B.T.C., Mr. L. Jolly submitted that rates negotiations were still in pro-The railways were prepared to develop Llanberis goods station and provide containers and shock-absorbing wagons.

Danger of Return Loads

The most dangerous aspect of Mr. Parry's application, said Mr. E. L. Williams, head of Messrs. Williams Bros., was that he would be able to carry feeding stuffs on return loads from Liverpool. Sugar traffic from Liverpool to Glan Conway had been lost to the applicant four years ago.

Mr. Williams stated that he was prepared to carry the tiles as return loads for the lorries he had running into the area, although he considered that the rate was uneconomic. It had been agreed that Grey Motors would have local control over the traffic and approach him in case of difficulty. He had, however, never been approached.

Mr. Jones said that the main attraction for Mr. Parry was feeding stuffs from Liverpool, which was Mr. Williams' outward traffic. Evidence from one customer of an increase in output was no ground for a grant.

For the applicant, Mr. J. Edward Jones submitted that the B.T.C. had always insisted that return loads should not be included in a normal user. It was essential, because of the low rate, that vehicles carrying the tiles should have return

Mr. Shelton turned down the application. He accepted that the output of tiles would go up, but the extra tonnage was not enough to justify a grant. Production could be moved if there were better co-operation in the use of existing transport capacity.

Messrs. Idris Williams and Marshall, Anglesey, successfully sought a new A licence for a vehicle of 31 tons to replace one under contract-A and another under B licence.

Mr. Edwards again appeared as a supporting witness, and said that transport difficulties had put his company more than 14 days behind with orders. They than 14 days behind with orders. had also received cancellations.

Questioned by Mr. G. H. P. Beames, for the British Transport Commission, Mr. Edwards said that a large proportion of slates was carried by rail. British Railways, however, were unable to compete with road rates for carrying tiles.

Asked by Mr. Beames if the quarry would be interested in the modernization of the Llanberis goods branch line, Mr Edwards replied that its use would still involve double handling.

The B.T.C. withdrew their objection when the applicants agreed to work within North Wales, Cheshire and Lancashire, and not to carry return loads of feeding stuffs and fertilizers from Lancashire.

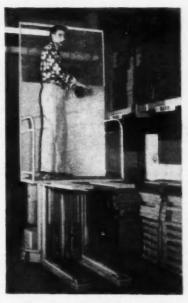
"T.U.C.C. A FARCE"

THE Transport Users' Consultative Committee was a farce, and the dice were loaded against the public. This was stated last week by Mr. J. C. Jennings, Conservative M.P. for Burton-on-Trent.

He was complaining that public protests to the committee about the closure of a local railway service were useless. Some M.P.s were "working like mad" to improve the relationship between the railways and the public,

SAFE TYNESIDE DRIVERS

SOME 120 drivers employed by the Tyneside division of the Northern Gas Board qualified for Rospa safedriving awards in 1958. During the year, the division's drivers covered 1.845,500 miles, an average of about 12,500 miles per man, mostly in the congested streets of Tyneside.



This warehouse truck, known as the Jackstacker, has been produced in the U.S.A. by Lewis-Shephard, Inc. The driver's platform elevates with the forks. and the appliance can be driven slowly when the carriage is raised. This allows the operator to pass from one high shelf to another without dismounting. Capacity is 4,000 lb.

"Fantastic" Surplus of Transport in Eire

EIRE had far more transport capacity than its population warranted, and the surplus was "fantastic." This was stated by Mr. Erskine Childers, Eireann Minister of Transport and Power, last week. There were more vehicles per head of population than in any other European country, and there would be one vehicle for every 10 people by 1970, he added.

The public were heavily subsidizing the railways and rail and road maintenance costs were £265 and £76 per mile respectively, he stated. The sooner the taxpayer was relieved of these burdens, the sooner he could support native industries.

TROLLEYBUSES TO GO

PERMISSION to withdraw trolleybus services to Rawmarsh, Mexborough, Swinton and Wath is to be sought by the Mexborough and Swinton Traction Co., Ltd. The vehicles will be abandoned in favour of oil-engined buses.

It is intended that the trolleybuses should be scrapped by 1961, by which time they will have covered an estimated 40m. miles since they were introduced in

DON BRIDGE OPENED

DONCASTER'S new £458,000 bridge over the River Don, on the Great North Road, was opened by the Princess Royal last Friday. It carries a 22-ft.-wide dual carriageway, with 10-ft. footpaths. and has been renamed St. Mary's Bridge, to restore the name of a 16th-century bridge which stood on the same site.

Last "Extra-weight" Cases Heard B.R.S. Delays Alleged: by Mr. Hanlon: Suspensions Imposed

THE last of the current "extra-weight" cases in the Northern Area was heard by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Gateshead last week. Three hauliers, who had been given notice of the Authority's intention to consider revocation, had their licences suspended.

They were Messrs. Smith and Dixon, Sunderland, Messrs. N. Elliott, Haltwhistle, Northumberland, and the trustees of C. T. Codling, Birtley, County Durham. All admitted operating vehicles at weights heavier than those specified.

Mr. T. H. Campbell Wardlaw appeared for the three hauliers. Messrs. Smith and Dixon, he said, had operated two vehicles at 3 tons 19 cwt. and 3 tons 18 cwt. which were declared at 2 tons 17 cwt. and 2 tons 16 cwt. respectively. case had been adjourned so that K. and B. Motors (Newcastle), Ltd., who had supplied the vehicles and special-A licences.

could be represented.

This was apparently another instance. observed Mr. Hanlon, where vehicles had been registered in the name of Mr. McLaughlin (a salesman at one time employed by K. and B. Motors), even though Messrs. Smith and Dixon were the first purchasers of the vehicles from the main dealers. If evidence by Mr. Dixon that no alterations had been made to the vehicles since he had possessed them were true, the weights of the vehicles when first registered must have been false, added the Authority.

Only guesses could be made about certain facts, said Mr. Campbell Wardlaw. It could be that the vehicles had been stripped down and then weighed. One could not go so far as to say that the vehicles had not been on the weighbridge, as was clear from the evidence in the

Scott and Hewitt cases.

Responsible for Registering

Mr. Edward Waters, managing director of K. and B. Motors, said that it was true that Mr. McLaughlin had been responsible for registering the vehicles, having them weighed and "preparing the The vehicles had been fitted papers." with heavier tyres.

Referring to one vehicle, which was said to have been weighed on October 4. 1957, and Mr. Dixon's evidence that it had been in his possession from September 14, Mr. Hanlon said: "That vehicle could not have been weighed at

Mr. Waters could not comment on this, and said that he was surprised to hear it. He added that he had ascertained from his company's records that both vehicles had been stripped down for weighing, and then restored to original condition.

Only one vehicle was involved with Messrs. Elliott, said Mr. Campbell Wardlaw. It and the licence had been obtained from K. and B. Motors. The weight was found to be 3 tons 14 cwt.
The declared weight was 2 tons 19 cwt., but no material alterations had been made to the vehicle after it had come into Messrs. Elliott's possession. The vehicle had been weighed twice, and Mr. Waters said that whilst he knew of the first

occasion, the second weighing was "beyond" him.

The Codling case came to light when the trustees had applied to have three vehicles specified on an A licence, said Mr. Campbell Wardlaw. The weight of one vehicle was a ton more than that declared. This vehicle had also been purchased from K. and B. Motors. The case was different from the others because Codling already had a special-A licence when the vehicle was purchased.

Mr. Waters confirmed previous evidence given by Mr. Stanley Codling When Codling's had approached Mr. Waters about a heavier vehicle and a licence, he had told them that he could supply a vehicle to match the licence they already held. He agreed that he had told them that they would not be committing an offence if they operated a heavier vehicle.

"I firmly believed, at that time, that there was no law being broken by what I did for Codling's," added Mr. Waters.

Mr. Campbell Wardlaw submitted that although the three hauliers' declarations were not true, they were made in good faith. It was apparent that the facts were unknown to the hauliers, although Cod-ling's were aware of the "manœuvre" that had been employed to obtain their vehicle and have it placed upon their The defendants were honest licence. people who had no intention of defrauding or cheating.

Giving decision, Mr. Hanlon said that all the parties had been negligent in signing blank application forms and delegating authority to others. Codling knew that they were not going to operate a vehicle at the declared weight. They must have known they were doing wrong,

It was his duty to inflict a greater penalty on them than on the others, and their licence would be suspended for two months. The licences of the two other hauliers would be suspended for one month.

£52,000 BUS STATION

OUGHBOROUGH'S station, first proposed more than 10 years ago, will cost £52,000. The borough surveyor told the highways committee last week that the long-overdue bus station and car park would cost £42,000, and that £10,000 would be spent at a later date. Provision for them had been made in the current year's programme of capital expenditure.

The committee examined a revised layout which provided for 15 bus platforms and parking places for some 200 cars.

"Great Pressure" Excuse

N the House of Commons, last week, Mr. Cyril Osborne (Cons., Louth) raised on the adjournment the alleged inefficiency in certain respects of British Road Services. He gave three examples in which he declared B.R.S. had broken down in a most remarkable way.

One concerned a consignment of transformer parts dispatched from Leicester on October 28 and delivered at their destination at Farnborough on November 9. A similar consignment from Leicester to Farnborough was discovered at Surbiton a week later, and was delivered on the same day. A third parcel from Leicester to Chessington, Surrey. was dispatched on October 13 and had not arrived by November 10.

Mr. Osborne mentioned railway delays to which he had been subjected and questioned whether the British Transport Commission were getting the best type of labour they could. He wondered whether the Government ought to examine the whole of the nationalized industries to ascertain whether the wages paid were too low and whether it would be possible to provide a better service with fewer men who were paid better

Replying, the Joint Parliamentary Secretary to the Ministry of Transport. Mr. John Hay, said that, in common with other haulage concerns, B.R.S. (Parcels), Ltd., were working under a great pressure of traffic in the autumn.

During that period of four weeks they had carried 250,000 more packages than in the corresponding period of 1958. Delays at depots were almost inevitable. In the last case quoted by Mr. Osborne. the consignment for Farnborough was lost because its label had become detached. It had subsequently been found in the depot lost-property section.

Mr. Hay added that Parliament had set up machinery in the transport users' consultative committees to deal with complaints which could not be settled by the Commission. He hoped that the existence of the committees would be made more widely known to the public.

250,000 LAND-ROVERS MADE

WHILST it had taken 11 years to produce the first 250,000 Land-Rovers. present production rates indicated that the half-million mark would be reached in another six years. Mr. G. Lloyd Dixon, executive sales director of the Rover Co., Ltd., stated this last week when the 250,000th Land-Rover came off the production line.

Export sales had claimed 74 per cent. of the production and earned more than

£87m., he added.

B.O.A.C. RADIO VANS

TWO vans used by the Chelsea cargo depot of the British Overseas Airways Corporation have been equipped with two-way radio. Drivers can be given instructions to make collections en route.

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You see them everywhere...

Here's a typical stretch of British trunk road. In fact, it's a part of A₅, not far from Dunstable, on an ordinary day in an ordinary working week — and the photographer took the picture without any posing or special arrangements.

Now take a closer look. Out of eight commercial vehicles in view, six are Bedfords! This Bedford-predominance also is typical. Check it for yourself as you drive about. Bedfords . . . Bedfords . . . you see them everywhere!

Look who's using them, too. The haulage contractors, the big-load long-distance operators — people in a strongly competitive business who need to watch every pound of running and maintenance cost — people who give trucks a gruelling life and know how to choose the ones that can take it. These are the people who prefer Bedfords.

There's another thing. Many of the Bedfords you see on the road today have been pounding the tarmac for years and years!... That's one more good reason for Bedfords' clear leadership: they not only give dependable, stalwart, service, they give it for a long long time. There's nothing to touch Bedfords for all round value. No wonder you see them everywhere!

Legality of C-hire in Doubt

ALTHOUGH he said that he was not convinced that C-hiring operations had been entirely legal, Mr. L. H. Shelton, acting North Western Deputy Licensing Authority, made a B-licence grant at Caernarvon, last week.

Mr. H. Hughes, Colwyn Bay, and Mr. G. James, Llandudno Junction, sought to transfer vehicles formerly under contract-A licences to the Llangwftenin Limestone Co., Ltd., to B licences.

For the applicants, Mr. Pritchard Jones said that the sole condition desired by both operators was the carriage of agricultural ground limestone for the quarry company over 60 miles. The work had been done for several years under contract-A and recently C-hire, but this had not proved satisfactory to the customers. Business was completely dependent upon the weather, and transport had to be available without notice.

A guarantee of £100 a month had been given to the hauliers under the contracts, said Mr. J. Foulkes, quarry manager. Weather difficulties no longer permitted these arrangements, and by mutual agreement the contracts terminated in March. Since then the vehicles had operated under the company's C-hiring margin, pending the B applications. A- and B-licensed haulage was available, but not at short notice.

In answer to questions, Mr. Hughes said that he continued to drive his vehicle, which had been re-registered in his wife's name. He was paid £7 weekly by the quarry company as a driver, and monthly accounts, which were submitted in his own name, were paid by cheque. Mrs. Hughes had received no money.

Mr. Foulkes said that the quarry company had no written agreement with Mrs. Hughes, and although cheques had been made out to H. Hughes, the company thought that they were being paid into Mrs. Hughes' account. The arrangement was made pending the hearing.

Mr. Edward Jones, for Jones Transport and Messrs. J. R. Bithell, who objected, suggested that the company were seeking to ensure that their hauliers took the brunt of flat periods. The proper licence was a contract-A with a guaranteed minimum, he added.

Mr. Foulkes agreed that the company did not want to subsidize their hauliers. but pointed out that they had treated them well in the past.

The objectors were concerned about the "unfairness" of the lime company in saying that a dependent haulier would not be guaranteed reasonable remuneration for work at tonnage rates, said Mr.

Granting Mr. Hughes' application, Mr. Shelton said that the registration of Mrs. Hughes as the vehicle owner meant little if she were not, in fact, the legal owner. He was satisfied as to need, but the issue of the licence would depend upon the surrender of the customers' C-hiring allowance

Between the surrender and the grant there would be a gap of three weeks during which time the vehicles must not be used. Mr. James' application, for two additional vehicles on B licence, was granted in similar terms.

T.R.T.A. Help With Loading Bans

FROM their headquarters at Roadway House, Bond Street, London, W.1, officials of the London and Home Counties Division of the Traders Road Transport Association are maintaining a continuous watch on the emergency plans for goods deliveries and collections in London's "Pink Zone" during the Christmas and New Year shopping rush. The Association are ready to advise on difficulties that may be inevitable in the delivery, for example, of perishable goods

after the permitted hours.

The "Pink Zone" is bounded by Euston Road and Marylebone Road in the north, Edgware Road and Park Lane in the west, Piccadilly, the Strand and Aldwych in the south and Southampton Row in the east. As from last Monday, within that zone all waiting restrictions are being strictly enforced between 8.30 a.m. and 10 p.m. Throughout most of the area, loading and unloading of goods vehicles are prohibited between 1 p.m. and 6.30 p.m.

Parking is allowed, however, authorized parking places and in public garages. In addition, 17 new parks for 6,000 vehicles, have been established on the fringes of the zone. At five of them, coaches can be accommodated: they are at Sayer Street and St. George's Road,

Elephant and Castle, Wormwood Scrubs, N.W.10, West Kensington Goods Yard, S.W.5, Battersea Park, S.W.11, and Clapham Common, S.W.4. Most of these offer free facilities.

Police have been instructed to take firm action against drivers who leave vehicles within 100 ft, of traffic lights. There has been some increase in the numbers of officers engaged in traffic-control duties and full use is to be made of their powers of removing offending vehicles. On the other hand, the Minister of Transport has emphasized that the police are there to help the driver and that where he is causing obstruction, officers will be able to advise him where a convenient authorized park exists.

The T.R.T.A. have prepared a list of stores which have made special arrangements to receive goods early in the day, so that vehicles can be clear of the area by 1 p.m. The Association also offer a map of the zone which drivers will find of help.

During the Christmas shopping season, London Transport is to run full-length trains throughout the day on its Underground services, at intervals of 21 to 3 minutes. Extra buses, within the limits of staff availability, will be operated on West End and suburban shopping routes.

PROFIT AND LOSS

Dennis Brothers, Ltd., £69,010 net carnings after £19,500 tax. Year's dividends 12½ per cent.

Avon India Rubber Co., Ltd., £292,373 group net profit after £347,572 depreciation and £120,761 tax. Year's dividends 11 per cent.

Giasgow Transport Department, £538,069 net deficit. Total revenue £9,479,944; expenditure £10,018,013. Trants: net deficit £808,098. Motorbuses: net surplus £239,216. Trolleybuses: net surplus £33,176. Underground: net deficit £2,363.

$Micrograms \dots$

New Depot: A haulage depot is to be constructed on the Newtown trading estate, Carlisle, by Robinson Transport (Carlisle),

Bigger Loss: The Ceylon Transport Board estimate that they will lose £950,175 this year—more than three times greater than last

Bowmaker Branches: New branches Bowmaker Branches: New branches have been opened by Bowmaker, Ltd., at 17 Earl Street, Maidstone, Kent, and Etruria Road, Hanlow Stroffe, Hanley, Staffs.

M1 Trips: The Trent Motor Traction Co., Ltd., are applying to run half-day coach trips along M1 from Derby, Nottingham and Loughborough.

Code Cartoons: The Automobile Associa-tion are to issue a free booklet of Brockbank cartoons depicting important points in the new Highway Code.

New Lombank Branch: A new branch has been opened by Lombank, Ltd., at 74 Borough Road, Middlesbrough. It will be managed by Mr. L. P. Turner.

Coach Take-over: The excursions and Yarmouth tours business of Helliwell and Sons, Ltd., Nelson, has been taken over by Messrs, Shutt Bros., Burnley.

Delhi Wants Loan: Delhi Transport Department will ask the Indian Government for a loan of £525,000 to add 100 new buses to their fleet during the next year.

Soviet Exhibits: Russian commercial vehicles will be displayed at the Geneva Show from March 10-20, 1960. The exhibition is to be enlarged by the addition of a new hall.

Russian Trade: The Russian department of the London Chamber of Commerce, 69 Cannon Street, London, E.C.4, have pub-lished "Trading with the Soviet Union," at

Serck Turnover Up: Turnover of the Serck Group was last year about 10 per cent. higher than in the previous year, Mr. W. H. Newton, chairman of Serck, Ltd., told the shareholders last Friday.

Wider A64: A narrow section of the A64 between Watson Road and Foundry Lane, Leeds, is to be widened next year at a cost of £75,000. There will be 24-ft.-wide dual carriageways for about half a mile.

Firth Cleveland Office: A new branch office of Firth Cleveland Finance, Ltd., has been opened at Prudential Chambers, St. Andrews Square, Edinburgh, 2. Mr. Ian Lennox John has been appointed manager for Scotland.

Cheaper Chieftains: Prices of Albion Chieftain models have been cut by £50. Chassis now cost from £1,631-£1,646 on the home market, with corresponding reductions over-seas. Output is being raised to meet demands

Hooper Closed Down: The B.S.A. group have closed down Hooper and Co. (Coach-builders), Ltd. The company produced goods-vehicle bodywork at Park Royal, Middx, but their chief interest was in luxury cars, for which demand has declined.

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Increased Benefits for B.M.C. Drivers

MEMBERS of the B.M.C. Drivers' Club are to enjoy greatly increased benefits under their free personal-accident policies. Payment in the event of death, during the first five years of membership, has been raised by 331 per cent. from £150 to £200. Thereafter, £20 is added for each year of continuous membership up to a maximum of £300.

The payment of £150 in the event of the loss of an eye or limb continues. A member suffering permanent disability. to a degree of 25 per cent. or more, will receive £100 and, additionally, payments of £30 will be made in respect of every child of the member under the age of 16. Membership of the club is now 86,000.

TWO YEARS TO BUILD

THE actual construction of the Sheffield-Leeds motorway, apart from procedural and land-acquisition problems, could be executed in little more than two years," states Mr. Henry Foster, Sheffield City Engineer, in his annual report issued last week. Whilst traffic came on to the roads at a rate of nearly half-a-million extra vehicles a year, land-acquisition procedure was still in the stage-coach era, he added.

Traffic was growing so rapidly in Sheffield that roads would be completely jammed in a few years. " Without adequate Government grants, impossible to execute the major road schemes necessary to provide a part of the remedy," Mr. Foster observed.

INSECURE LOAD WARNING

N future the maximum fine of £20 would probably be imposed in cases of lorries driven with insecure loads, Stockton magis-trates warned last week. They had heard that 4 tons of steel girders fell off a lorry at Portrack roundabout.

Stanley A. Ginnes Clenton, Peterborough, sent a letter admitting that he drove a lorry with an insecure load in Stockton. He said that he was about to return to his depot, to obtain chains for the load, when some of the girders fell

He was fined £10.

£50 FINES IMPOSED

FINES totalling £50 were imposed upon H. and L. A. Reed (Transport), Ltd., Swinefleet, and one of their drivers by Goole magistrates last week for breaches of the drivers' hours regulations.

It was stated in defence that some work done by the driver at Mr. L. A. Reed's farm had been recorded on the log sheets. The prosecuting advocate said that it was still necessary for the man to have his statutory 10 hours' rest no matter what work he did.

NO SURCHARGE APPEAL

T has been decided by Southport Transport Committee not to appeal against the North Western Traffic Commissioners' refusal to allow week-end surcharges on fares. Cllr. J. Todd, chairman, said that the Commissioners' decision would cost the undertaking £9,000.



The Longton Transport Equipment Co., Ltd., Longton, Staffs, supplied this Thornycroft Mastiff to A. H. Thorley and Son, Ltd., Stoke-on-Trent. It has a Bowyer plastics cab and a platform body (built by Longton) 21 ft. long. The vehicle represents a repeat order. The owners are corn and forage merchants.

60-m.p.h. Coach for Less than £100

FOR less than £100 a standard A.E.C. Reliance coach may be than £100 a standard modified for economical operation on motorways at average speeds of about 60 m.p.h.

The running of the vehicle on normal roads is in no way affected, so that, it is claimed, a modified Reliance is particularly suitable for the long-distance operator who has to do normal and motorway work with the same vehicle.

This was demonstrated last week when fully laden Reliance of the North Western Road Car Co., Ltd., which had already covered more than 75,000 miles in service, travelled 46 miles of M1 in 45 minutes.

Modifications to the chassis included the fitting of a 4.08-to-1-ratio rear axle instead of the normal 4.7-to-1-ratio unit. The governed speed of the AH470 engine was raised from 2,000 r.p.m. to 2,200 r.p.m. (Both modifications are now standard A.E.C. options.)

Theoretically the new engine-axle combination gives a maximum speed of 61.6 m.p.h., compared with 53.6 m.p.h. available when the 4.7-to-1-ratio axle is used. In practice this figure was increased by about 7½ per cent. by governor run-up.

On the M1 the coach cruised comfortably at 62 m.p.h. A maximum speed of 65.5 m.p.h. was recorded over a measured mile, and the minimum speed on gradients dropped to only 59 m.p.h. Acceleration between 30-60 m.p.h. took 34 seconds. No change had been made to the standard five-speed gearbox.

The coach had a Weymann Fanfare 41-seat body and weighed 6 tons 12 cwt. unladen. Thirty-three gallons of fuel were used running over 531 miles between Stockport and the southern end of the M1, producing an average consumption rate of 16.1 m.p.g.

Mr. J. Hollands, chief engineer of the North Western company, told The Commercial Motor that a similar figure was obtained from standard Reliance coaches on express services.

Goodyear 9.00-20 3T nylon tyres with standard volume treads were used on the Reliance. Pressure increases on the 53-mile run down the motorway were from 95-115 p.s.i. on the front and 65-75 p.s.i. at the rear.

MUNICIPAL OPPORTUNITIES

Bexhill Works Committee require an S.D. gully

Darlington Rural District Council are to pur-hase a refuse collector.

Morecambe and Heysham Corporation are to urchase a van from Barton Townley, Ltd.

Southwark Borough Council are advised to buy a Austin I-ton van from the Car Mart, Ltd.

St. Marylebone Cleansing Committee recommend that a Dennis-Ochsner refuse collector be obtained. Blackpool Health Committee recommend that rown and Mallalieu, Ltd., supply a Dennis-Lomax

Dartford Transport Committee are to acquire a efuse collector. Tenders are sought by the high-rays committee for a gully emptier.

£4,716 DEFICIENCY

DEFICIENCY estimated at £4,716 A was admitted by a former haulier. John E. Allen, Blundell Avenue, Grimsby. when he appeared at Boston bankruptcy court last week. He stated that when he was operating from Swaton, Lines, he ran two lorries being obtained under hirepurchase agreements, and financed by different companies. His liabilities were now £5,501 and assets £785.

The examination was adjourned for three months.

Routemasters With Air Suspension in Service

A IR suspension is being fitted to the rear axles of 50 of London Transport's new Routemaster doubledeck buses. Thirty modified vehicles are in service already. They are based on the Poplar garage. The remainder will be brought into use as they become available.

As the running units of Routemaster are mounted on detachable sub-frames, it is not difficult to replace the coil springs at the rear axle with air-suspension Four different units. types of air-suspension

equipment are being tried, and they have been designed so that any rear sub-frame can carry coil or air springs without

modification.

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Dunlop and Firestone are supplying the air-suspension components. Two types of Dunlop equipment are in use. One is the Pneuride triple-convolution spring, which works with a large surge tank to give a total deflection of 7 in. and a natural frequency of 80 cycles per second.

It is to be fitted to 20 buses. The other system on five vehicles is the new Dillow design. This has a two-convolution bellows, the lower convolution of which rolls over a metal ring to give a rollingdiaphragm effect. A small surge tank is used and this spring also has a frequency

of 80 cycles per second.

The same frequency is provided by the Firestone Type 1 rolling-diaphragm spring on 20 Routemasters. In this design, the surge tank is connected to a pedestal by a sealed rubber skirt, the tank rolling over the pedestal under deflection. Five buses have the Firestone Type 2 equipment, which incorporates a pedestal of different shape to give a frequency of 70 cycles per second. Both designs give a total deflection of 7 in.

The air-supply system for all types of spring is the same. Air is taken through the usual one-way and restrictor valves from the reservoir for the air-operated gearbox. A levelling valve is fitted, and this has a delay setting of nine seconds to prevent loss of air through road shocks. It reacts to a minimum change in load of

14 passengers.

TURKISH ORDERS FOR LEYLAND

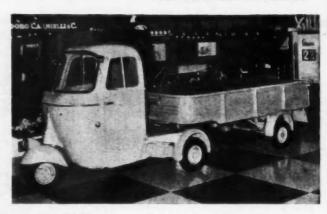
WO shipments of goods-vehicle chassis and buses from the Leyland group have left Britain for Turkey. They are part of a £300,000 order received since the Turkish market was

reopened to vehicle imports.

The shipments consist of 85 Levland and Albion goods-vehicle chassis, and 15 Leyland underfloor-engined buses. Five of the buses, for the Eskisehir municipality, are Tiger Cubs, with M.C.W. 40-seat two-door bodies. The remainder are Leyland Worldmaster 60-seaters with M.C.W. bodies.

The lorries will have locally built timber bodies with hinged sides, suitable for carrying tobacco, fruit and cereals.

This unusual exhibit at the Milan Motor Cycle Show, which opened last Saturday and closes next Wednesday must rank as the world's smallest articulated outfit. It can carry about 15 cwt. and the tractive unit is a Piaggio Ape.



£3,233 Damages for Injured Driver

DAMAGES of £3,233, for "shocking and grievous injuries," were awarded against a Sheffield haulage concern and one of their drivers to a former driver at Sheffield Assizes, last week. The plaintiff was Joseph Parkin, Carr Forge Walk, Hackenthorpe, and he sued his former employer, F. H. Cooper and T. W. Hart, Ltd., Chesterfield Road, Sheffield, and one of their employees, Samuel Fullerton driver, Young. Hammond Sheffield.

Mr. Commissioner Skelthorn said that Parkin and Young were hauling coal at Blidworth colliery when Parkin found a tail pin had dropped from his lorry. Young reversed his lorry in an attempt to push the sideboard back into place. He then reversed again and crushed Parkin's head between the two vehicles.

The Commissioner said that Young was doing a "quite unpardonable" thing in reversing when he knew that there was someone at the rear. The company, and Young, he said, were two-thirds responsible, and Parkin one third. Parkin was guilty of contributory negligence in not keeping a more careful eye open.

Parkin suffered the loss of his left eye. facial palsy and other injuries.

=One Hears-

Of a Bridge of Sighs over the Forth

Of tax collectors looking askance at the R.H.A.

That the shock absorbers on buses are called passengers.

Of an "extraordinary number" of Dennis employees being treated.

That it has nothing to do with the new pension schemes.

Of a lorry driver who stuck to 30 m.p.h. and watched the world go by.

That municipal lorry drivers at Rawmarsh will no longer suffer from cold feet.

That a reckless driver is one who overtakes you despite everything you do to stop him.

Dennis Developments: New Models Coming?

CRYPTIC reference to future A developments which will require capital is made by Mr. David J. Grimes, chairman of Dennis Bros., Ltd., in his annual statement. He adds, however: "We do not propose to introduce any new models until we are satisfied that they will maintain the Dennis tradition for long service and durability, and will meet the market requirements.

He says the financial year ended on September 30 with a much more satisfactory order book than existed a year The full benefit of the remission earlier. of purchase tax on goods-vehicle chassis and the removal of the threat of renationalization have not yet, however, manifested themselves in the Dennis works. Long delays in deliveries of raw and finished materials prevented the completion of many valuable orders in the latter part of the financial year.

Exports fell away in three sections of the business. One of these was the fireengine department. This decline was not unforeseen, because initial requirements had, in the main, been satisfied and only normal replacement business could be

expected.

Mr. Grimes says that every effort will be made to restore export trade, despite increasing foreign competition, lack of credit facilities, and import restrictions. He gives warning that profit margins are likely to remain low because of heavy costs and keen competition.

ALREADY IN THE LEAD

HAULIERS could not give a new lead in price reductions because they had been ahead of the field in this respect for several years. Since denationalization road haulage rates had been cut by 25 per cent.

This was stated by Mr. R. B. Brittain, chairman of the Eastern Area of the Road Haulage Association, at Bedford, on Monday, at the Area's annual dinner.

Mr. Brittain said that the haulage industry was grateful for the removal of purchase tax from vehicle chassis. But this did not mean that rates could be cut. Two wage increases and a third in the course of negotiation had been faced since rates were last increased.

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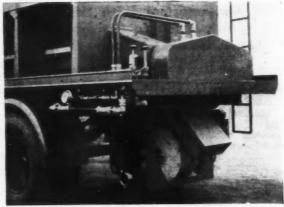
Bulk Materials In Small Lots

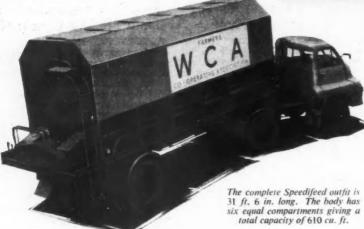
DELIVERIES to farmers who can take only small quantities of bulk material are made possible by the Speedifeed bulk-grain and feeding-stuffs body now being manufactured by

W. B. Bawn and Co., Ltd., Blackhorse Lane, London, E.17. It can also be used for the bulk delivery of complete loads.

The unit does not tip to discharge its contents, but nevertheless uses hydraulic drive for the unloading apparatus to obtain an easily controlled and infinitely variable rate of discharge. As it is non-tipping, it can be emptied inside buildings which have limited headroom.

(Right) Unladen, there is 9 in. ground clearance under the rotary control valve and discharge chute at the rear of the Speedifeed body.





The first production Speedifeed body is a six-compartment design, and it has been fitted to a Scammell 12-ton semi-trailer. It is mounted direct on the semi-trailer frame in this case, but as the body and equipment are all above chassis level, it could be dropped, as a unit, on a platform vehicle.

Six hoppers, each 3 ft, 1½ in, long and of just over 100-cu.-ft, capacity, are bolted together to make up the body and give a total volume of 610 cu, ft, and a length of 21 ft. The body is 6 ft, 9 in, wide overall and is therefore suitable for most chassis. Larger or smaller bodies can be provided by the addition or subtraction of individual hoppers.

Each hopper is provided with a 2-ft. 6-in.-square manhole at the top of the body for loading. On the Scammell these are 11 ft. 6 in. above ground level. Discharge is through eight apertures at the bottom of the hopper into twin longitudinal troughs containing augers of 9 in. diameter.

The hoppers are rectangular in plan section, and their sides are angled inwards at 45 degrees towards the bottom. An inverted V-section in the floor separates the discharge apertures to the twin augers, and two longitudinal square-section tubes at each side of the body interior prevent excessive packing of the load. The body roof is cambered, making it unnecessary to rake the material.

Four simple aluminium-plate slide valves control the flow into the auger channels. The augers are each supported on four Pollard pre-packed bearings, and are driven through chains by a hydraulic motor mounted at the rear of the body. The motor is controlled by a lever which gives forward, reverse and stop positions.

Auger-speed control, which is varied for different loads and conditions, is governed by a fluid-flow control valve. Simple reversing of the drive is an advantage as the loads carried tend to jam in the auger channels. A pressure-release valve ensures that severe jamming cannot cause damage.

"NO COMPLAINTS"

"THE van is continuously serviced, and I have had no complaints about its running order." So wrote a Gorleston operator to Great Yarmouth magistrates last week.

They took a stiffer view, after hearing evidence from an official examiner, and fines totalling £30 were imposed.

The van was said to have bald tyres, ineffective brakes, loose wings and doors, a useless horn and speedometer, leaky exhaust, and to drip oil on to the road.

From the auger channels the material passes either into a delivery chute for discharge into ground-level pits, or a hydraulically driven rotary control valve when the air-pressure blowing system provided is used.

Using the augers only, barley, oats, cubes and meal can be ejected at the rate of 36 tons per hour, whilst the flow rate with wheat is 40 tons per hour. When the pneumatic system is in use, the rate of discharge with all materials is between 8-16 tons per hour, depending upon how far and to what height the load is to be blown.

For the most effective blowing, a careful balance must be achieved between the flow of air and the output of material from the rotary control valve. This is brought into action by a lever similar to that used for the augers, and its speed is governed by a-flow-control valve.

Air is supplied at the rate of 400 c.f.m. by a Roots-type compressor driven from a Martin-Harper power take-off on the gearbox of the prime mover. In the case of the first production vehicle, this is a Bedford S-type tractor with a Leyland O.350 oil engine and a five-speed gearbox.

Hydraulic Pump

The compressor is mounted above the tractor frame and is belt-driven. Belts from another pulley on the same power take-off drive the hydraulic pump, which is capable of delivering approximately $7\frac{1}{2}$ h.p.. The auger drive uses about $3\frac{1}{2}$ h.p., whilst the rotary control valve consumes up to 1 h.p.

The fluid reservoir for the hydraulic system is mounted on the highest part of the vehicle at the front of the body. Hydraulic and air connections from the tractor to the semi-trailer are made by flexible hoses and pressure lines which all have quickly detachable couplings.

To increase the versatility of the vehicle, ledges are provided along the side of the body in the spaces left by the inward angling of the sides. These will accommodate 1-cwt. sacks for special deliveries

The 610-cu.-ft. body, complete with all equipment, weighs approximately 2½ tons and in its basic form costs about £2,500. It is marketed by Bawn's associate company, Byron Farm Machinery, Ltd.

New Equipment and Publications

Sprung Hose Reel

DELIVERY hoses on dispensing road tankers require some form of rewind mechanism. J. H. Sparshatt and Sons, Ltd.. London Road, Hilsea, Portsmouth, have produced many such tankers with mechanical, electro-mechanical and hydraulic hose recovery gear. All these systems have worked well but have been comparatively expensive whilst imposing limitations on the positioning of the hose reel.

Sparshatt's have now developed a self-contained

The Sparshatt reel for

delivery hoses employs a simple spring mechanism for the recovery

action. It is cheaper than

previous types.

spring rewind mechanism which is cheaper than any of the others tried. It consists of a spring unit attached to one end of the standard dispensing hose reel. As the hose is withdrawn the unit, which contains five springs,

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which contains five springs, is "wound up," giving slight tension against the pull on the hose. A ratchet holds the hose in any intermediate position and when it is released the spring unit rotates the drum to rewind the hose. A feature of the spring device, known as the Auto Rewind Reel, is that the drum rotates at a constant speed throughout the recovery operation.

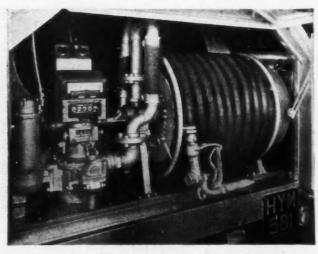
Sawing Machine

A SCROLL and jig-sawing machine for cutting wood, plastics and sheet metal is offered by W. J. Meddings, Ltd., 535-541 Ipswich Road, Trading Estate, Slough. Known as the Pacera, it is available in bench- or floor-mounted form, powered either by a \(\frac{1}{2}\)-h.p. or a \(\frac{1}{2}\)-h.p. electric motor giving a range of four blade speeds with upper and lower limits of 1.450 and 550 strokes per minute. The vertical sawing machine can be fitted with files for die work in addition to the normal blades. The files are gripped in vice-type holders which can be swivelled through 90 degrees.

Portable Conveyor

THE Hydracon portable hydraulic conveyor is designed for loading and unloading vehicles. Its hydraulic motor can be driven by a pump powered by a gearbox-mounted power take-off or by a

Smooth cutting with or against the grain is possible with the Arcoy power plane. It weighs 5 lb. and is driven by a mainspowered electric motor.



separate small petrol engine. The conveyor is constructed of aluminium sections and, in its standard form, has a belt 10 in. wide. Belts up to 24 in, wide can be supplied.

The belt runs at 200 ft. per minute and has a rough face allowing it to be used at angles up to 30 degrees giving a maximum total lift of 8 ft. 6 in. Normally, it will handle loads of 120 lb. but heavier weights can be lifted if anti-friction bearing idlers are fitted. The Hydracon. which can be carried on a vehicle, is manufactured by Aero Controls, Ltd. Weedon Road, Northampton.

Powered Plane

THE Arcoy power plane, manufactured by A. Robinson and Co., Ltd., Knoweseley Road, Bootle, Liverpool 20, combines the versatility of the hand smoothing plane with the efficiency of the planing machine. In size it is comparable to a normal steel hand plane and weighs 5 lb. Power is supplied by a 220-250 v. electric motor driving a 2\frac{2}{3}-in.-wide tungsten steel cutter blade. Depth of cut is adjustable from zero to \frac{1}{16} in. and the plane will cut smoothly with or against the grain.

Multi-size Hose Clip

THE Lightning Ultimate hose clip manufactured by Lightning Time Savers, Elms Garage, Birmingham, 31, is now available in a range covering diameters from ½ in. up to 36 in. Larger sizes can be provided to special order. The band used for the clip is threaded along its full length, giving a wide range of adjustment, whilst the worm screw employed is non-captive and its mesh with the band increases as the clip tightens, to prevent the thread stripping.

Tyre Regroover

ZIG-ZAG and longitudinal tyre grooving to any width or depth can be carried out with the Tip Top Royal regrooving machine manufactured by Vulcanising Products, 330 Kennington Road, London, S.E.11. The machine uses heated blades to perform the cutting operation and will produce a groove around a medium-sized tyre in 15-20 sec.

Help in Maintenance

THE general operation and maintenance of British oil engines of up to 400 b.h.p. for vehicle applications, rail traction and industrial purposes, are covered in "British High-Speed Diesels" by C. Morgan Jones, published by Temple Press Limited, Bowling Green Lane, London, E.C.1. The book, which costs 15s., will be useful for the maintenance engineer going into the subject comprehensively without resort to excessive technicalities. Surprisingly, the chapter covering fuel systems refers only in passing to the now widely used rotary distributor-type fuel injection pumps.

Diecasting Design

GUIDANCE for the successful design of diecastings is given in a booklet produced by Fry's Diecastings, Ltd., Prince George Road, Merton Abbey, London, S.W.19. "Designing for Diecasting" is the title of the 32-page publication which uses "right" and "wrong" drawings with explanatory notes to make its point.

Silent Braking

A BRAKE lining material produced by Gandy. Ltd., Wheatland Works, Wallasey, Cheshire, is claimed not to produce brake squeal under any conditions. The new material, designated 801A, has undergone exhaustive testing which has proved it to be silent in use. It gives a soft pedal action with good resistance to fade and is said to be little affected by oil or water.

Accessories En Masse

To mark their 35th anniversary, Romac Industries, Ltd., The Hyde, London, W.1, have issued, for the first time in one publication, a catalogue containing details and illustrations of their entire range of products which includes such diverse items as anti-freeze and tyre levers.



typical British conditions and produced figures some 20 per cent. better than are normally obtained in Britain, and at a higher average speed.

The Volvo 5-tonner is designed to be—and, indeed, has to be—driven like a private car. The degree of driving comfort is not far short of that available in a medium-priced car, whilst to gain high performance the engine speed must be kept reasonably high and full use must be made of the gearbox and of the two-speed axle when fitted (as in the case of the test vehicle). Manœuvrability approaches private-car standards too.

This driving technique is entirely consistent with that practised by most

Expensive a

DESPITE the increasing number of low-priced 5-tonners emanating from factories in various parts of the world, many of which are of surprisingly good standard, there is a continued demand for high-quality vehicles of this capacity which can be expected to give a much longer trouble-free life, for which operators are prepared to pay a higher initial cost.

Sweden is noted for high-quality products and its people appreciate good quality when they see it. This, coupled with the natural preference for an indigenous product, rather than an imported article, explains the

success with which the Volvo L 430 series of 5-tonners has been placed on the market.

I conducted the first road test of one of these vehicles during a recent visit to Sweden. The occasion was doubly unusual, because this is one of the few vehicles of its class with a V8 petrol engine to be manufactured outside the U.S.A. Road performance was naturally a little more exhilarating than could be expected from a comparable British vehicle with a six-cylindered unit, whilst the fuel economy was totally unexpected. One of the fuelconsumption tests made was conducted under

(Above) The Volvo 5-tonner made a second gear (low axle ratio) restart on the 1-in-7½ gradient of Krabbeliderne, but the clutch had to be slipped to pull away. (Right) With the three-piece cowl removed, engine accessibility is good and above average for a forward-control layout. - (Below) Easy access and comfortable seats are strong points of the cab. The demister nozzles will be noted.



drivers on the Continent and in Scandinavia, but is somewhat different from that of most British drivers, who, unless really in a hurry, prefer to restrict their gear-changing to third and top ratio. My statement that the gearbox must be used to the maximum effect is not meant, however, to imply that the top-gear performance is poor: indeed, it is above average for this class of vehicle and would be more than acceptable by British standards.

The Volvo forward-control series of V8 petrol-engined chassis consists of two basic models. One of them is the L 420, which is intended primarily for short-distance delivery work with payloads up to 3 tons.

It has much in common with the heavier L 430, which formed the subject of this test, including a similar engine and gearbox, but the axles and

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and Proud of It, Too!

(Above) Runs at average speeds of 38.1 m.p.h. and 51.2 m.p.h. were made along the Göteborg—Kungdiv motorway, consumption rates of 14.3 m.p.g. and 8.19 m.p.g. respectively being obtained. The Volvo's top speed was well over 60 m.p.h.

Volvo 5-tonner is Powered by Lively 114 b.h.p. V8 Petrol Engine which Gives Commendable Fuel Economy: Driving Comfort is Feature of Forward-control Cab

By John F. Moon, A.M.I.R.T.E.

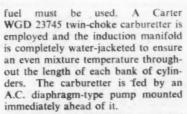
frame are lighter and the recommended gross laden weights are 4 tons $12\frac{1}{2}$ cwt. when single rear wheels are fitted and $5\frac{1}{2}$ tons when twin rear wheels are specified. The L 430 can operate at a gross laden weight of $7\frac{1}{2}$ tons with a single-speed axle or 8 tons when equipped with a two-speed axle and 8.25-20-in. tyres; 7.50-20-in. equipment is standard.

Technically, the 3.6-litre power unit is the most interesting feature of the design. It was originally developed for a private car which never went into production and has "oversquare" cylinder dimensions, the short stroke permitting crankshaft speeds of over 4,000 r.p.m.

The overhead valves are push-rod operated from a chain-driven camshaft above the crankshaft. In addition to endowing the unit with a high power output without loss of economy, the valves arrangement simplifies maintenance in situ, compared with some of the earlier American side-valve designs with which people in Britain may be familier.

As the compression ratio is relatively high at 7.6 to 1, premium-grade

Good driving vision is given by the one-piece curved windscreen of the new Volvo all-steel cab. Large driving mirrors provide anadequate range of rearward visibility.



A Bosch distributor is mounted vertically above and driven off the camshaft through skew gearing. When running on 93-octane petrol, the static setting for the contact-breaker points is 6° before top dead centre, the automatic advance mechanism bringing the ignition setting to between 20° and 22° before top dead centre at 1,500 r.p.m.

Power passes through an 11-in.diameter single-dry-plate clutch to a Volvo K 4 four-speed synchromesh gearbox on which there is provision for a power take-off. The lever is mounted directly at the top of the gearbox and is curved so that the knob lies approximately over the engine centre line, close to the steering-wheel rim.

Behind the gearbox there is a band transmission brake operated by the hand lever. The drum on which this brake acts has an external diameter of 9 in., whilst the brake band is $2\frac{1}{2}$ in. wide and is lined with $\frac{1}{16}$ -in.-thick friction material.

From the gearbox the drive passes through a two-piece propeller shaft to the rear axle, which on the standard chassis is a hypoid-bevel single-speed unit with a standard ratio of 6.83 to 1 and an alternative reduction of 6.33 to 1. An American-made Eaton 13600 two-speed axle with ratios of 6.33 and 8.81 to 1, and electrical shift mechanism, can be supplied. This axle is not available in Britain, but is similar to the British-made 1350 spiral-bevel unit except that it has hypoid-bevel gears. Its load rating is 7 tons 3 cwt.

Semi-elliptic springs are aided at the rear by helper leaves and at the front by inclined telescopic dampers. The



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ROAD TEST No. 675/MI34-VOLVO PETROL-ENGINED 5-TONNER

MODEL: Volvo L 43013 11-ft, 2-in,-wheelbase forward-control petrol-engined 5-ton goods chassis, with standard all-steel cab and test body.

WEIGHTS:

Unladen (kerb weight Payload Driver, observer, etc.		**	3	1 3	0 0 2
			8	4	2
DISTRIBUTION : Front axle	**	**	3 4	6 18	2 0

ENGINE: Volvo B36AV V8 o.h.v. petrol engine; bore 84.14 mm. (3.313 in.); stroke 80 mm. (3.15 in.); piston-swept volume 3.6 litres (220 cu. in.); maximum net output 114 b.h.p. at 4,200 r.p.m.; R.A.C. rating 35 h.p.; maximum net torque 190 lb.-lc. at 2,000 r.p.m.

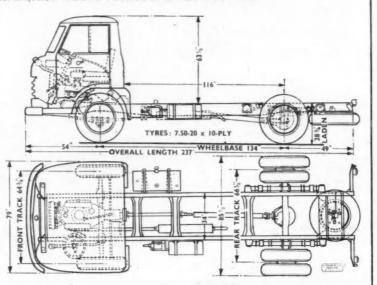


FIRING ORDER 1-8-4-3-6-5-7-2 COMPRESSION RATIO 7-6-1 VALVE CLEARANCES 0-018*

TRANSMISSION: Through 11-in.-diameter singledry-plate clutch to Yolvo K 4 four-speed synchromesh gearbox, thence by two-piece propeller shaft to the Eaton 13600 two-speed fully floating hypoid-bevel rear axle.

GEAR RATIOS: 6.41, 3.3, 1.8 and 1'to 1 forward: reverse 6.32 to 1; rear-axie ratios 6.33 and 8.81 to 1.

BRAKES: Lockheed hydraulic system, with twoleading-shoe units at all wheels and Lockheed Hydrovac vacuum servo. Hand brake linked



mechanically to 8.8-in.-diameter band brake on gearbox. Diameter of drums, front, 14.125 in., rear, 16 In.; width of facings, front, 2.5 in., rear, 3.5 in.; total frictional area 350 q. in., that is, 42.5 sq. in. per ton gross weight as tested,

FRAME: Pressed-steel channel section, with two cross-members bolted and three cross-members riveted in position.

STEERING: Z. F.-Gemmer cam and roller,

SUSPENSION: Semi-elliptic springs, with helper springs at rear axle and telescopic dampers at front axle.

ELECTRICAL: 12v. compensated-voltage-control system with 57-amp.-hr. battery.

system with 57-amp.-hr, battery.

FUEL CONSUMPTION: (a) High speed, "motor-way" conditions, 8.19 m.p.g. at 51.2 m.p.h. average speed; (b) low speed, "motor-way" conditions, 14.3 m.p.g. at 381. m.p.h. average speed; (c) normal speed, hilly route, 12.25 m.p.g. at 35 m.p.h. average speed, that is 67.5 gross ton-m.p.g. as tested (a), 118 as tested (b), and 102 as tested (c), giving time-load-mileage factors of 3,470 (a), 4,520 (b), and 3,595 (c).

TANK CAPACITY: 16.5 gallons, range approximately 210 miles.

ACCELERATION: Through gears (low axle ratio), 0-20 m.p.h., 8.7 sec.; 0-30 m.p.h. 19.4 sec.; 0-40 m.p.h., 32.7 sec.; direct drive (low axle ratio), 10-20 m.p.h., 15.7 sec.; 10-30 m.p.h., 31.7 sec.; 10-40 m.p.h., 47.7 sec.

BRAKING: From 20 m.p.h., 24.1 ft. (17.9 ft. per sec. per sec.); from 30 m.p.h., 63 ft. (15.4 ft. per sec. per sec.).

WEIGHT RATIO: 0.695 b.h.p. per cwt. gross weight tested.

FORWARD VISIBILITY: To within 9 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 46 ft. both locks; swept circles, 50.5 ft. both locks.

MAKERS: A. B. Volvo, Göteborg 1, Sweden.

BRITISH CONCESSIONNAIRES: Victor (Swedish Vehicles), Ltd., New Malden, Surrey.

L 430 chassis is available only with left-hand drive. The Z.F.-Gemmer GD48 cam-and-roller steering gear has a ratio of 20.5 to 1, giving approximately five turns from lock to lock.

American-made Lockheed hydraulic brakes, with two-leading-shoe units at both axles, are employed. A Lockheed Hydrovac vacuum servo is installed.

The chassis frame is built up of 16-in.-thick pressings, the side members having a maximum depth of 84 in., with flanges 24 in. wide. There are three alligator-jawed crossmembers and two channel-section cross-members, and riveting is employed for the assembly with the exception of those members adjacent to the engine-gearbox unit, which are bolted to simplify removal. The frame top flange is level rearward from the centre line of the front axle.

The Volvo-designed cab is of allsteel construction throughout and its general appearance is pleasing. The steps are ahead of the front wheels and the main floor line is reasonably low. Access would, however, be made even easier if the forwardhinged doors were to open through a wider arc.

Good all-round vision has been assured by the use of a wide curved one-piece windscreen, two deep full-width rear windows and generous door glazing. The opening provided by the two sliding window panels in each door is just sufficient to enable the driver to put his head through it.

Heating and demisting equipment is standard and the windscreen is demisted by no fewer than 14 equally spaced nozzles. Both seats are adjustable for height and reach by moving the seat base relative to fixed pegs. The squab angle can also be adjusted.

Cab fittings include a neat instrument cowl immediately ahead of the steering column; a small locker in the centre of the facia panel, immediately above which is an ashtray; and a grab handle on the passenger side. A small door on each side of the locker gives access to the electrical fuses.

The chassis offered for test was the medium-wheelbase version, the two other models having wheelbases of 9 ft. 10 in. and 12 ft. 6 in. It was equipped with 7.50-20-in. (10-ply) tyres, instead of the 8.25-20 tyres normally recommended for the maximum running weight. A temporary drop-sided body had been fitted and iron weights totalling 5 ton 1 cwt. formed the payload.

Thus the Volvo was tested at a gross weight of 8 tons $4\frac{1}{2}$ cwt. The front-axle loading of 3 tons $6\frac{1}{2}$ cwt. was somewhat high and was later to influence the braking figures.

Acceleration and brake tests were conducted along the old main road leading north from Stockholm, which runs parallel to the new motorway. All the acceleration figures were obtained with the rear axle in low ratio and for the standing-start tests all four ratios of the main gearbox were employed. Consistent results

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were obtained in each direction and the figures emphasized the liveliness of the design.

When making the braking tests-all wheels locked from each speed and the figures obtained were somewhat disappointing. They would, I feel sure, have been better had there been a higher proportion of the load over the rear wheels. The test weights were, however, evenly distributed throughout the length of the body and the results were what could be expected in normal service.

The Volvo engineers who were with me considered it unwise to attempt an emergency stop with the hand brake, because it is so powerful that it might have damaged the gearbox. This is unfortunate, because a transmission brake can be valuable in an emergency, but it is of little use if it cannot be applied without other damage

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sets of fuel-consumption figures were obtained on the motorway, both being taken at reasonably constant speeds. The low-speed run was made at approximately 38 m.p.h. and showed a consumption rate of 14.3 m.p.g. A full-throttle test at an average of 51.2 m.p.h. gave 8.19 m.p.g. Both fuel returns are surprisingly good in view of the average speeds.

A "British" Test

I then made a third run under conditions more akin to those in Great Britain, the route chosen being a twolane undulating stretch of road between Landwetter and Rya. The round trip involved a distance of some 14 miles, which was covered at an average speed of 35 m.p.h. despite unhelpful traffic conditions on the return leg. Occasionally I was driving at up to 50 m.p.h., but for the most part I endeavoured to keep the speed at a steady 40 m.p.h.

The fuel figure resulting from this test was 12.25 m.p.g., which is about 2 m.p.g. better than I have previously obtained from British petrol-engined 5-tonners running under similar traffic conditions but at a lower overall

average speed.

For the hill-climb the 5-tonner was taken up the northern side of Partille Hill, a loose-surface 11-mile-long gradient averaging 1 in 20. The climb was made in an ambient temperature of 66° F., and occupied only 3 min. 52½ sec. The water temperature rose by 9° F. above its normal figure of 144° F.

Lowest gear employed was second, with the high axle ratio engaged, and this combination was required for only 15 seconds, during which time the minimum speed was 19 m.p.h. This climb was particularly rapid and highlights one of the principal advantages of a V8 engine.

A fade test was conducted down a 3-mile stretch on the southern side of the hill, the average gradient being 1 in 17. It lasted 2 min. 10 sec. and was carried out by coasting down the hill in neutral and relying on the foot brake to keep the speed down to approximately 20 m.p.h.

At the bottom of the hill a fullpressure stop produced a Tapley meter reading of 73 per cent., which compares very favourably with a maximum figure of 79.5 per cent. obtained earlier in the day with cold drums.

I next drove through the centre of Göteborg to a hill known as Krabbeliderne, close to the Björlanda Way, where there is a section of 1 in On this slope the hand brake held the vehicle without any difficulty.

It was just possible to restart in second gear with the low axle ratio engaged, although I had to slip the clutch excessively and, once the clutch was fully engaged, the engine was turning at a very low speed. The performance was repeated several times. The slope was probably the steepest that could be tackled in second low gear, but gradients of up to about 1 in 3 should be manageable in bottom low

My general impression of the Volvo as gained from the driving seat was of smooth, quiet and fast travel, the engine becoming noisy only when using peak revolutions. Cruising at 45 m.p.h. was effortless and, although maximum-speed check was not taken, speeds reached during the day showed that this would be well over

The seating, although simple, is comfortable and the relative positions of the steering wheel, gear lever and hand-brake lever are a satisfactory compromise. The steering was unexpectedly heavy, this being accentuated by the small wheel, although the front-axle overloading would largely account for this characteristic.

Suspension was entirely satisfactory and for normal retardation high braking pressures were not necessary. The weather became hot during the day of the test, which led me to note that cab ventilation was not ideal.

Engine Accessible

Although there was no time to carry out maintenance checks, I was able to inspect engine accessibility, which was good. The upper section of the engine cowl is secured at the front by two snap fasteners and at the rear by two pegs which can act as hinges.

The upper cowl is easily removed, whereupon the two lower side sections can be detached without difficulty, thereby exposing all the upper part of the engine and its accessories. The engine position is such that the cab floor is level with the exhaust manifolds.

Attention to the valves, sparking plugs, ignition equipment, fuel system, and oil and air filters is first class, particularly when the seats are removed-a simple operation.

The Volvo L 43013 11-ft. 2-in.wheelbase 5-ton chassis and cab sells in Sweden for £1,450 in standard trim. When supplied with the Eaton twospeed axle, as fitted to the test vehicle, a further £87 is payable. It is much more expensive than British petrolengined 5-tonners, but the purchaser obtains a particularly high-quality product with a performance a cut above average.

Railways Oppose Blackpool Customers

BLACKPOOL tours company which A had paid British Railways more than £4,000 during 1958 for passengers' boat reservations was opposed by B.R. when it successfully applied to operate another vehicle on Irish tours in 1960.

Last week Mr. H. Backhouse, for Batty-Holt Touring Services, Ltd., Black-pool, told the North Western Traffic Commissioners that he could not understand why the railways objected to the application when they stood to benefit by a grant.

The company had been informed that they could double their facilities in Ireland, but had to make hotel reserva-Having done this they were granted a licence in Ireland. The application was to complete the English section of the journey, said Mr. Backhouse.

During 1959 more than 13,000 passen-

gers had been carried, stated Mr. A. Bolton, a director of the company. The extra vehicle would not abstract business from the railways.

Objecting for the railways, Mr. F. Booth said that no member of the public had been called to contend that services to Ireland were inadequate. Passengers would be abstracted from trains that ran direct to Holyhead.

An application should not be granted on operational figures alone, submitted Mr. Booth. Mr. Backhouse claimed that it was impossible for passengers, loaded with holiday impedimenta, to travel comfortably from Lancashire

Mr. F. Williamson, chairman, said that he was satisfied that there was need for another vehicle, and added a proviso to the licence to allow hired coaches to be used in case of breakdowns.

EACH week more than 1,000 tons of salvage paper is collected from London and the Home Counties by the fleet of Phillips, Mills and Co., Ltd., Hester Road, London, S.W.11. The tonnage was much smaller five years ago, yet today there are no more vehicles in use. There are three main reasons for this increase in transportivity: collection routes have been rationalized; incentives based on work-study investigations have been paid to drivers; and two-way radio communication between vehicles and the transport control office has been installed.

At the company's premises on the south bank of the Thames next to Battersea bridge, there is some of the most up-to-date equipment in the world for handling and sorting salvage paper. Non-pulpable paper is burned in a specially designed incinerator for raising steam which not only heats the building but provides power for the hydraulic presses.

300-400 fortnightly. Casual business may involve some 150-200 calls a day.

Only occasionally can customers supply a complete load, and many of these receive shuttle services. In a shopping area, for example, a vehicle may make as many as 30 calls per round, whereas in an industrial district a vehicle may need to call on only four or five customers to complete a load.

Within a five-mile radius of Charing Cross, 10-12 vehicles may be operating at one time. This is the zone where work is densest, particularly in the West End, Westminster and Strand areas, and the East Central postal districts around Clerkenwell, Liverpool Street, the City and Fleet Street. The transport manager follows the scheme of postal districts in planning and directing vehicle operations.

Another half-dozen vehicles might be working in the

DRIVING FOR TONNAGE ON THREE FRONTS

Big London Salvage-paper Merchants
Boost Transportivity by Rationalizing
Routes, Paying Incentive Bonuses and
Employing Two-way Radio

Most of the baled paper is carried by barge to board and paper mills, but sometimes road transport is employed. The barges are operated and maintained by a subsidiary concern. Road transport's rôle is chiefly the collection of the paper rather than its distribution from Battersea, and the fleet is almost wholly articulated.

There are 81 Scammell semi-trailers and 38 tractors, of which 24 are Scarabs, nine Bedford A-types and five Austin 5.1-litre oilers. Three further Scammell tractors are used within the yard at Battersea for shunting. A Bedford 2-3-ton rigid vehicle is also employed on internal duties, but can be used for collections at busy times. A Willys Jeep serves as a general runabout. All the Scammell tractors are petrol models, but conversion to oil is being started. It is already established policy to change over to Austin oilers in the four-wheeled tractor class.

Articulated vehicles are favoured because the prime movers can be kept earning their keep while paper is being unloaded in the yard. Another advantage is that, where big customers are concerned, semi-trailer shuttle services can be worked.

Paper is collected chiefly from factories, business and printing houses, stores and other commercial establishments. About three-quarters of the work is done on regular contract, with the remainder casual from day to day. The buying manager works in close liaison with the transport manager, so that collections can be co-ordinated, in which respect the hard core of regular tonnage allows the fleet's operations to be planned in advance to a fairly great extent.

Collections vary in frequency according to the amounts of paper which customers have to offer and their individual requirements. Between 200 and 300 customers receive a daily call, 300-400 twice weekly, 150-200 weekly and

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The company are replacing their petrol-engined four-wheeled tractors with Austin 5.1-litre forward-control oilers. This load is of baled paper from a big customer.

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area to the east of the City in a somewhat scattered zone spreading out through Barking and Walthamstow, with a further six in the districts stretching out to the north to Barnet. The larger vehicles operate beyond the central London area, making one trip per day, in comparison to the Scarabs in the inner zone working five trips a day.

Scammell couplings are standard, facilitating the interchange of tractors and semi-trailers. A supply of sacks is maintained by the company's sack-repair department, and these are issued to most customers for the storage of their waste paper. They are replaced when calls are made, an empty sack being left with a customer for every full one taken away. Some customers, especially those who cannot spare much space for waste paper, which is exceedingly bulky, employ small hand baling presses.

The first drivers normally leave Battersea at 7 a.m., and the remainder depart at intervals until 8.30 a.m. Much thought has been given to the routeing of drivers to save mileage and time. A large-scale wall map is used to plot rounds and calls, and it can easily be seen how to avoid wasteful overlapping. Care is also applied when new customers have to be fitted into an existing pattern of

(Above) The company's Scammell outfits, one of which is seen here in the vicinity of Paddington, are a familiar sight in the capital, and the slogan displayed on the headboard is widely known. "Artics" are the obvious choice for work on Phillips, Mills' scale.

(Left) A Bedford arrives at Battersea and is checked on the weighbridge. Four-wheeled tractors are used on journeys to collection points farther away than those served by the Scammells.

(Right) It will be appreciated from this picture of the yard at Battersea that the manœuvrability of "artics" is an advantage.

> By Alan Smith, F.R.S.A.







Two-way radio has proved invaluable, after a pilot trial about five years ago. It is difficult to plan in advance the number of calls that a driver will make because it is impossible to forecast the tonnage available. The bulkiness of materials varies greatly, and the quantities from customers are by no means constant.

Drivers are instructed to keep transport control regularly informed over the radio of their position, the number of collections they have made, and the extent to which their vehicles are loaded. This enables the transport manager to have an up-to-the-minute picture of the operations of the drivers, and to make any needed change to original plans by diverting vehicles which may not have collected quite as much as was expected.

Radio frequencies have to be shared with another concern, in a different line of business but also having a

Pye two-way radio enables the transport manager to have an up-to-the-minute picture of the disposition of the vehicles, and to issue immediate instructions to drivers.



number of vehicles working around London. This could be a great inconvenience, but good co-operation between the two companies reduces it to negligible proportions. The air is used sparingly by both parties, and messages are kept

brief by the adoption of code numbers for customers'

names.

Reception on both transmitting and receiving frequencies is good, except that difficulty sometimes arises when a driver is in a street with high buildings or on a trolleybus route. This can be overcome if he merely drives to somewhere more amenable a short distance away. The equipment was supplied by Pye Telecommunications, Ltd.

It is also valuable so far as authorizing the working of overtime is concerned. Furthermore, the progress of unloading in the yard can be synchronized with the due arrivals back at Battersea of drivers with laden semi-trailers, so that empty semi-trailers will be ready for them. And instructions can quickly be given for casual and urgent collections.

The company's incentive-bonus scheme, based on time study, is paid on the daily tonnages collected by individual drivers. Broadly, each round is studied and allocated a bonus rate per ton collected according to its conditions. These conditions, such as tonnage yielded by different customers, traffic density and distances involved, naturally affect the amount a driver can collect, no matter how zealous he may be.

"Typically British"

The bonus rates are obtained from the studies, and the upshot is that if a driver's work conforms to the standard set he may earn, in addition to his basic wages, 30 per cent. of that amount. I would have liked to have described the scheme in detail here, but after studying it closely I blenched at the task. The only description is "typically British." It is unorthodox, complicated, and there are possible flaws in its underlying logic. But it works. It is sufficiently flexible to allow for the many contingencies which arise in this business, and has been running for some years now to the satisfaction of both master and man.

Mates, or "helpmen" as they are called, assist drivers on those rounds where extra help is needed and are paid bonuses in proportion to those earned by the drivers whom they accompany. When a driver works without a helpman (where a helpman would be warranted) he receives a 25-per-cent. increase in bonus. Incentive rates are kept under constant review by the production study department.

The company build and paint their own semi-trailer bodywork. Robustness rather than lightness is the keynote of design, for collection work is more arduous than the nature of the loads might indicate.

Any driver can appeal against a particular rate, and in such a case it is studied afresh, but he must abide by the new investigation, whether it results to his advantage or not. Usual reasons for a review are either a change of customers or in the road conditions.

Collection routine is backed by a maintenance system of exceptional thoroughness and workshop facilities which make the company completely self-sufficient, even in bodybuilding and painting. The object is to keep the vehicles on the road by following the techniques of preventive maintenance and providing bodies which will stand up to their job.

Scammell tractors and semi-trailers and Bedford tractors were supplied by the Capital Motor Co., Ltd., Remington Street, London, N.1, and Austin tractors by Prynn and Stevens, Ltd., Acre Lane, London, S.W.2. Semi-trailer bodies are made in steel and timber to afford greater strength than the simple nature of the loads might seem to warrant. Although salvage paper is not a heavy material, the conditions under which it is collected subject the bodywork to heavy stresses. Robust bodywork has proved a sound investment.

Solid Baulk Tailboard

Steel angle is bent to L-shape in a forge and bolted to the chassis to form cross-bearers and side uprights 2 ft. 6 in. high. Flooring is laid on the longitudinals crosswise, but is not bolted, being secured at each side under the raves embedded in steel channel. It has been found that there is a tendency for timber to rot around a bolt-hole and work loose. The tailboard is a solid baulk 1 ft. deep.

Timber is bought in the rough state and finished on a Wilson plane, which has paid for itself many times over. Some bodies are built with sides up to 6 ft. high in cage sections. These are for use on rounds where the material to be collected is exceptionally loose and bulky.

In the paintshop, the steel is treated with red oxide, grey primer and a black gloss; and the timber with knotting, primer, undercoats and top coats of red and cream. Pinchin Johnson hot-spray paint is used. Signwriting is painted on in the traditional manner, as transfers have been found not to last as well. A varnish is finally applied. This is renewed every year, and repainted every third year.

Background to the chassis-maintenance scheme is that large vehicles average about 300 miles a week and the Scarabs about 150. Each week every tractor has a tyre and battery check and the semi-trailers a tyre check. Prime movers are greased monthly and given a complete check every three months. Semi-trailers are greased every two months and thoroughly examined every four months.

Decarbonization and engine-changing are performed when fuel- and oil-consumption figures indicate the need. Since the use of Delvac Special multi-grade oil has been introduced, periods between decarbonizing have been extended to 15,000 miles and the life of the Scarab engines to about 40,000 miles and of the Bedford engines 50,000 miles. It is not possible yet to give a figure for the newer Austins.

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Who's behind the man behind the wheel?





"A vehicle is only as good as its transmission." Some people might feel disposed to argue about this-but not anyone at the

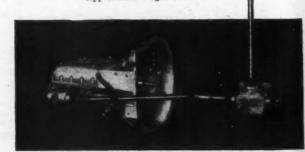
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The company recondition engines themselves. Every four years, tractors and semi-trailers are brought in for complete overhaul. The Eutectic low-temperature welding method is used to build up couplings and other machined components. As applies to many fleets, vehicle maintenance is part of factory maintenance as a whole, and a range of specialized machines is available.

Maintenance records are kept on a component basis. Each engine, gearbox, rear axle and so on is represented by a card and a chassis by an envelope. The history of each component is appropriately entered on the cards. When vehicles are dismantled and rebuilt they may not be composed of the same parts as before, but the cards are suitably sorted into the chassis envelopes. Thus a complete record is kept not only of what may be done to components, but also their movement from one vehicle to another.

Fuel Consumption Rates

Fuel-consumption figures are worked out each week, and vary according to the nature of the loads and the routes of individual vehicles. The following are representative: Bedford A-type, $7\frac{1}{2}$ m.p.g.; Austin oiler, $15\frac{1}{2}$ m.p.g.; Scarab, 10 m.p.g. Tyre records are kept separately. Scarab tractors have British Bergougnan 8.25-10 tyres and their semi-trailers Dunlop 29 x 8. Front single tyres last for about 30,000 miles, those on the driving axle 20,000 miles, and on the semi-trailer 50,000.

Michelin X 7.50-20 tyres are being tried all round on the Austin-powered articulated outfits, and on all axles except the front on the Bedford. On these tractors' front wheels Michelin low-pressure 7.20-20 textile tyres are being used as the steering was found to be rather heavy with steel-cord tyres. The textile covers last for about 40,000 miles.

The advantage of the X tyre is that it cushions the bouncing when vehicles are empty or lightly laden, thereby relieving the chassis, and particularly the coupling, of stress and giving the driver better comfort. It is expected that they will last for 90,000 miles on the driving axles and correspondingly longer elsewhere.

All work done by fitters and other operatives in the maintenance departments is authorized on job cards. These are printed with details of the tasks to be carried out on a regular basis, and any special work is entered by the



Vehicle repairs represent part of the work done by the plantmaintenance section. Worn components are rebuilt by the Eutectic low-temperature method, as seen in this illustration. A Scammell forecarriage swivel pin is being renovated.

manager. Items are signed by the man concerned after he has finished the tasks, and information from the job cards is entered on the component records.

All fitters and others are on an individual bonus scheme. Each inspection routine and much of the repair work have been given time-study values, and any work which is not so covered is the subject of estimates by the departmental supervisor. In contrast to collection work, it is possible in the workshops to apply orthodox methods of time study. It has not proved to be the easiest of applications, obviously so because of the varied nature of the work, but the present arrangements have been pursued satisfactorily for some time.

Motorways in London Would Save £200,000 a Mile

IF motorways were built to radiate outward from the centre of London, they would save £120,000-£200,000 a mile a year. This was stated on Tuesday by Dr. George Charlesworth, senior principal scientific officer of the Road Research Laboratory, and Mr. J. L. Paisley, senior engineer of the Ministry of Transport, when they presented a paper, "The economic assessment of returns from road works," to the Institution of Civil

A number of formulae was put forward by which the financial return of new roads could be calculated. Factors in these formulae were the time that vehicles would save, vehicle running costs, and the number of vehicles that could be expected to use any new road. The relief that existing routes would gain by the diversion of traffic to new was also to be taken into consideration.

The authors applied their proposed method of calculation to four hypotheti-

cal motorways in the capital: Great Eastern Street, Shoreditch, to Enfield (9.8 miles); Gardiner's Corner, Whitechapel, to Dagenham (10.1 miles); Elephant and Castle, Newington, to Croydon (11.3 miles); and Marble Arch to Hillingdon (14.7 miles).

They assumed that 40 per cent. of the traffic using existing roads would transfer to the motorways, but explained that this proportion could not be predetermined precisely. Furthermore, good new roads could generate their own traffic, but in this event the savings would be much greater. Savings of the order assessed would justify spending £2.25m.-£4m. a mile on the basis of a 5-per-cent, return on capital.

"These tentative calculations are sufficiently promising to warrant a more careful and detailed calculation of the merits of radial urban motorways in London," it was stated.

Certain road improvements carried out

in the past year or two had been investigated to find out how much they had proved their worth. A rural road 1.06 miles long and 26-33 ft, wide had been made into a dual track. Vehicle speeds rose from an average of 29.2 m.p.h. to 43.3 m.p.h., and the personal-injury accident rate fell from 1.25 to 0.66 per 1m. vehicle-miles. The return on the cost of the works alone (the value of the land not being known to the authors) was 13 per cent. a year.

An urban intersection with traffic lights had been widened by 3 ft. at one approach at a cost of £3,530, and the return was 51 per cent.

Although the fact that road works produced benefits had been recognized for a long time, it was only recently that attempts had been made to value these advantages numerically. The object was to place judgment of proposals for roads on a more scientific and factual basis, said the authors.



A Thames Trader and an A.E.C. live-stock transporter seen at Reston market. The Trader belongs to messrs. William Taylor, West End, Gordon, and the larger vehicle to Messrs. R. Y. Turnbull and Sons, Langdyke. Busiest time in this class of work is from September until the spring.

Hauliers Condone Licence Irregularities by Farmers

HAULIERS are largely responsible for abuses of the concessions allowed by law to farmers. That, at least, was the opinion expressed by Mr. W. Tait, of Wm. Tait (Ayton), Ltd., Ayton, Berwickshire, when I visited the Border country to conclude an inquiry into the many complaints from northern livestock hauliers concerning irregular work for hire or reward by farmers and pseudo-farmers, with C licences or no licences at all.

Mr. Tait, who operates 13 A- and B-licensed vehicles, mainly engaged on livestock transport in the Border counties of England and Scotland, believes that the failure of hauliers engaged in this traffic to co-operate with the Road Haulage Association and the Licensing Authorities in providing evidence has been the cause of much of the trouble.

On the Scottish side of the Border he estimates that only 10 per cent, of hauliers are R.H.A. members, and the lack of a common policy, plus, in some cases, hauliers' own misdeeds, prevents the passing of information. As an example he suggests that, taking advantage of the fact that, because there are few industries in the area, jobs are at a premium, some operators are not paying their

drivers the statutory rates.

One of the difficulties of livestock transport is that during the busiest period of the year, from September until the spring, there is a shortage of containers, and hauliers are generally too busy to complain a bout irregularities which threaten their livelihood during the remainder of the year.

Among the abuses listed by

Holders of A and B Licences in a Tricky Position Against Farmers Using Their Own Vehicles

By G. Duncan Jewell

Mr. Tait are the carriage of beet pulp as return loads in farmers' vehicles over a distance of more than 150 miles to farms all over the Border counties, and contracting by farmers to deliver homegrown bagged barley to customers in their own vehicles, made up by the purchase of additional bags at markets. Another source of annoyance are the operations of what he described as "pirate" operators from distant areas whose vehicles travel from market to market and quote cut rates for the carriage of livestock back to their bases.

Other Border hauliers serving the agricultural community by carrying to and from markets at Berwick, Wooler, St. Boswells, Hawick, Peebles and the Gorgie, Edinburgh, include F. and F. Moffat, of Cornhill-on-Tweed, a mile on the English side, who have 17 vehicles transporting livestock and agricultural produce. Some of the vehicles have three-decker containers. The Moffats, who have been in haulage since 1924, also provide grass parks for the accommodation of stock in transit, particularly autumn lambs en route to the Yorkshire sales.

John Arnott and Sons, Galashiels, are the successors to John Arnott (Contractors), Ltd., whose 27 vehicles were taken over by British Road Services. Mr. Arnott re-entered haulage in 1954 with special-A vehicles and now operates a fleet of eight engaged mainly on local livestock work.

All my informants agreed that the entry of farmers and pseudo-farmers into livestock and produce haulage for hire or reward, with C and often so-called "F" licences, using duty-free fuel in many cases, constituted a grave danger to holders of A and B licences by depressing rates below an economic level.

In other parts of the North Western, Scottish and Northern Areas, complaints are of the same pattern and include paper

Wm. Tait (Ayton), Ltd., Ayton, Berwicks, operate this Leyland, shown at Reston market. The four-wheeler is an A.E.C. of British Road Services. ing fai questic small whether market legal, withou strong succeed Hau licence with 1 much are ste

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Unloading at Reston market are an Albion of Messrs. F. and F. Moffat, Cornhill-on-Tweed, and a Bedford of Wm. Tait (Ayton), Ltd.

transactions by which stock are sold to the carrier for the duration of the transport; carrying from markets to slaughterhouses for butchers, and the use of agricultural tractors for hire or reward.

Mr. J. A. T. Hanlon, Northern Licensing Authority, has described such practices as deplorable and against the interests both of the public and the haulage industry; but it is frequently said that the present state of the law makes it extremely difficult to deal with abuses, which by their regularity have almost become accepted as a necessary evil.

Mr. R. Boustead, chief enforcement officer in the North Western Area, has pointed out that, while the Licensing Authority is anxious to take action if concrete evidence of illegality is forth-coming, to lose an important case in the present atmosphere of uncertainty might make a bad situation worse.

No strict definition of a "neighbouring farmer" has ever been given. Other questions, such as whether dealers with small plots of land are farmers, or whether carrying for hire or reward from markets under farmers' C licences is legal, are for the courts to decide, and without proof of payment and other strong evidence no prosecution could succeed.

Hauliers complain that a farmer's C licence is worth more than any B licence with livestock conditions, and quite as much as an A licence, and that they are steadily losing customers to farmer-hauliers who have never had to appear in court for a licence. But in view of the reiterated statements by the Licensing Authorities' enforcement officers that they are seldom able to obtain the necessary evidence, there appears to be a good deal of justification for Mr. Tait's suggestion that, through lack of unity, hauliers themselves are the authors of their own misfortunes.

On the other hand, it should be pointed out that North Wales livestock operators aver that when a former North Western Licensing Authority, Mr. W. E. Macve, took the bull by the horns and defined a "neighbouring farmer" as being one with land adjoining, it had a salutary effect during his period of office.

Other Licensing Authorities, notably Maj. F. S. Eastwood, in the Yorkshire area, and Mr. Hanlon, have defined a "neighbouring farmer" as being one within a five-mile radius, and the results have been fairly satisfactory.

An important point, which does not appear to be as widely known among hauliers as it should be, is that there is an absolute prohibition against carrying for hire or reward with vehicles taxed at the preferential rate of duty.

Farmers in sparsely populated or isolated areas obviously depend on satisfactory transport to markets and railheads, and, if it is not immediately available, it is reasonable that they should be allowed to help each other out and not have to duplicate transport. But the good neighbourly intention behind these provisions in the 1933 Act surely indicates that carrying for hire or reward under C licence is meant to go no farther in distance than the normal interpretation of "neighbours."

There are decisions, both by the High Court and the Transport Tribunal, which, if followed, would go a long way towards clarifying matters.

towards clarifying matters.

In the Bruce v. Odell (1939) decision the High Court ruled that the goods must

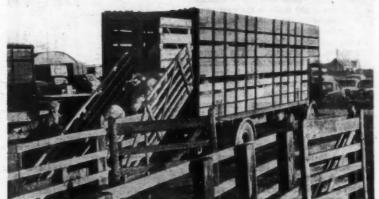
be carried to or from the farmer-licensee's farm, or to or from the farm of another person engaged in agriculture, and that the carrying under C licence must take place in the locality in which both the carrier and the person for whom the

goods were carried were engaged in agriculture. It was also ruled that a merchant supplying goods or paying for the carriage of goods for a farmer was not carrying for or in connection with the business of a farmer.

In Luff and F. Seaward, Ltd. (1947), the Transport Tribunal ruled that carriage for a farmer 12 to 18 miles distant was not for a "neighbouring farmer." Farmers who were also cattle dealers would, they said, have difficulty in distinguishing cattle required to be carried in connection with their agricultural business from cattle which they sold as dealers, and their stock could not be catered for under C licence. The Tribunal went on to say that the permission given by section 1 (5) (c) of the 1933 Act was intended to enable farmers to provide a convenient facility in their locality in the interests of farming.

If, instead of resigning themselves to agricultural concessions being unlimited in scope, the livestock committees of the R.H.A. embarked on a campaign to check abuses and provide the Licensing Authorities with the right type of evidence, there seems ample precedent for preventive action without changes in the law.

However, should the Association decide to take strong measures to protect hauliers, they should be accorded a greater amount of support by livestock operators.



Sheep are the easiest animals to load and unload. These animals have been brought to Reston market by Messrs. R. Y. Turnbull in an A.E.C.



Although trolleybuses are in decline, their quietness is appreciated in towns with a tourist industry. This is one of 59 Sunbeams operated by Bournemouth Transport Department. There are 626 Sunbeams in municipal service.

Municipalities Woo the Customer

THE falling traffic which for the past two or three years has bedevilled the bus industry has by no means excluded the municipal sector. In some respects, it is probable that urban services have been hit as hard as the rural routes. More potential passengers at peak hours are making use of their own transport. In the off-peaks, the evening trips into town for entertainment have been severely curtailed by the influence of television in the home.

In spite of the prevailing conditions, however, many of the municipal operators have succeeded in avoiding disastrous losses in the past year. Attention to internal economies, pruning of route mileage and the replacement of elderly vehicles by larger-capacity buses have contributed to profit.

190 More Buses

Undertakings have added 190 vehicles to their combined fleets in the past year. This is, perhaps, not a large figure, but its significance lies in the feeling of cautious optimism that is fairly general throughout the country. The figures published here, however, do not indicate the extent to which double-deckers of 74- and 78-passenger capacity have replaced smaller vehicles. It is understood that Leyland Motors, Ltd., have already supplied 42 Atlanteans to 13 municipalities and that 105 more are on order.

It is clear that authorities are doing everything in their power to attract new customers and to win back those who have been lost. Many of the newly delivered single-deckers offer almost lyxury coach comfort and particular E24 emphasis is being placed by traffic managers on meeting the requirements of new housing estates.

The biggest single increase in vehicle strength during the year has been in oilengined double-deckers, now numbering 15,944, an increase of 223. Single-deck oilers now number 35 more than a year ago. The decline in popularity of the petrol engine in passenger work continues in a shallow curve, from 64 a year ago to 54 today.

The trolleybus, too, continues to be replaced by double-deck motorbuses as finance becomes available. In 1958, 2,142 were in operation: today, the figure is 2,084.

Once again, Leyland retains its place

Cautious Optimism Underlies Slight Increase in Fleets of Municipal_ Operators, Exclusively Analysed Here

as Britain's leading manufacturer of both double- and single-deck buses for the municipalities. The total for the current year is 5,933, of which 482 are single-deckers. Daimler, firmly in second place, have 4,348 and A.E.C. continue to be the third largest suppliers.

In the analysis that follows, current fleet totals are shown in heavy type, with the figures for the previous year following immediately in brackets. The abbreviations "O" and "P" denote oil and petrol engines.

A BERDARE
MOTOR BUISES, double-deck: 3 A.E.C., 5
Bristol, 3 Daimler, 9 Guy (all 0.)—total 20. Single-deck: 3 A.E.C., 8 Bristol, 8 Guy (all 0.)—total
19. GENERAL MANAGER: Mr. G. G. Harding,
A.M.I.Mech.E., M.I.R.T.E., A.M.I.M.I.
222, (336)

A BERDEEN 222 (235

MOTORBUSES, double-deck: 55 A.E.C., 166

Daimler (all O.). - total 215. Single-deck: 7 Daimle (all O.). GENERAL MANAGER: Mr. F. Y

Frazer, B.Sc., A.M.I.Mech.E., M.Inst.T.

A CCRINGTON 58 (59)

MOTORBUSES, double-deck: 4 Daimler, 23

Guy, 19 Leyland (all 0.)—total 46. Single-deck:

8 Guy, 4 Leyland (all 0.)—total 12. GENERAL

MANAGER: Mr. H. Eaton, M.Inst.T., M.I.R.T.E.

A SHTON-UNDER-LYNE 68 (68)
A MOTORBUSES, double-deck: 6 Crossley. 20
Guy. 20 Leyland (all O.)—total 46. Single-deck: 1 Leyland (O.). TROLLEYBUSES, double-deck: 8
B.U.T., 7 Crossley. 6 Sunbeam—total 21.
GENERAL MANAGER: Mr. T. P. O'Donnell, A.M.I.E.E., M.Inst.T., M.I.R.T.E.

BARROW-IN-FURNESS - 63 (63)
MOTORBUSES, double-deck: 3 Crossley, 57
Leyland (all 0.)—total 60, Single-deck: 3 Leyland
(O.). On order, 3 Leyland double-deckers,
GENERAL MANAGER: Mr. T. Lord, M.Inst.T.,
A.M.I.Mech.E.

BELFAST BUSES, double-deck: 283 Daimler, 45
Guy. 1 A.E.C. (all O.)—total 329. Single-deck: 19 Guy. TROLLEY BUSES, double-deck: 88 A.E.C. 48 B.U.T., 70 Guy, 9 Sunbeam—total 215. GENERAL MANAGER: Mr. J. Mackle, M.Inst.T., A.M.I.Prod.E.

A.M.I.Prod.E.

BIRKENHEAD 225 (229)
MOTORBUSES, double-deck: 30 Daimler, 82
Guy, 109 Leyland (all O.)—total 221. Single-deck:
4 Leyland (O.). GENERAL MANAGER: Mr.
G. A. Cherry, A.M.I.Mech.E., A.M.Inst,T.

(Continued on page 611.)

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		Totals		15,944	1,128	12	42	2,034	50	17,990	1,220	19,210
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Sunbeam		**		-	-	-	-	626	-	626	-	626
Morris		**			-	- ine	1	-	_	-	1	1
Maudslay	**	* *		9	77.4		_		10	9	104	0,730
Leyland	**	8.4	**	5,440	472	-	=	11	10	5,451	482	5,933
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Daimler Dennis		2.4	10	4,106	164	400	404.	55	23	4,161	187	4,346
Crossley				1,022	43	100	-	88		1,110	43	1,153
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3.U.T	**	**	14	****	-	-	-	659	17	659	17	676
Bristol				162	52	-	-		=	162	52	214
Bedford				-	14	-	29		-	-	43	43
Atkinson				1	9	-	-	-	-	1	9	10
Albion		**		167	12	200	-	-	-	167	12	179
A.E.C				3,337	210	12	_	249	-	3,598	210	3,808
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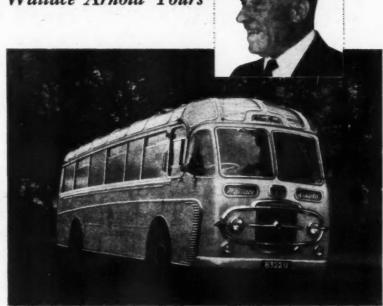
1,153 4,348 30 40 1,912 226 5,933 626

19,210

There must be no let-down with £1,000,000 hotel bookings a year" Says Robert Barr,

Chairman of Wallace Arnold Tours

A.E.C. RELIANCE" FLEET MAINTAINS RIGID **SCHEDULES**



Over a million pounds a year spent on hotel reservations throughout Europe is big business in anybody's language. To Wallace Arnolds of Leeds it is the culmination of years of development from a modest beginning.

"There can be no mistakes in this business" said Mr. Barr recently. "Rigid schedules have to be maintained - and that's why we've just bought 22 more 'Reliances' to bring our A.E.C. fleet up to 111. Never have I known a vehicle with such a combination of power, economy, dependability and passenger comfort. The 'Reliance' is years ahead in design."

Praise like this is typical of that received by A.E.C. from large and small operators all over the country.

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Acclaimed by Industry as the greatest step forward in British trailer design ever. The FREIGHTMASTER is a multi-purpose vehicle — a big deadweight carrier — or bulk carrier — mobile warehouse or a movable cold store . . . all in one!

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AGENCY PUMPS IN ALL AREAS

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Bristol, total 38
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Crossley
—total
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DARL MO Single-de Mr. W. DARV MO Leyland

Leyland 3 A.E.C MAN AC A.M.Ins

BACKBURN
Guy (all O.)—total 99. Single-deck: 41 Leyland,
(O.) GENERAL MANAGER: Mr. J. Harris
M.Inst.T. M.I.R.T.E. Leviand

BLACKPOOL
MOTORBUSES, double-deck: 154 Leyland
(O.). Single-deck: 9 Leyland (6 P. 3 O.)
GENERAL MANAGER: Mr. J. C. Franklin.

BOLTON BOLTON
MOTORBUSES, double-deck: 64 Crossiey, 184
Leyland, 28 Daimler (all 0.).—total 276. Singledeck: 1 Bedford, 4 Crossley, 2 Leyland (all 0.)—
total 7. GENERAL MANAGER: Mr. A. A. Jackson, M.Inst.T

BOURNEMOUTH
MOTORBUSES, double-deck: 6 Guy, 56 Ley-land (all O.)—total 62. Single-deck: 1 Guy, 15 Leyland (all O.)—total 16. TROLLEYBUSES, double-deck: 31 B.U.T., 59 Sunbeam—total 90. GENERAL MANAGER: Mr. W. D. Reakes. BOURNEMOUTH

PRADFORD

376 (384)

MOTORBUSES, double-deck: 140 A.E.C., 45

Leyland (all O.)—total 185. Single-deck: 2 A.E.C.

(0), TROLLEYBUSES, double-deck: 54 A.E.C.,

45 B.U.T., 68 Karrier: 22 Sunbeam—total 189

GENERAL MANAGER: Mr. C. T. Humpidge.

85 M.M. T. T. Humpidge.

BURNLEY, COLNE AND NELSON , 147 (147)
MOTORBUSES, double-deck: 4 Daimler, 28
Guy, 75 Leyland (all O.)—total 107. Single-deck:
40 Leyland (O.). GENERAL MANAGER: Mr. G.
Parry, A.M.Inst.T.

BURTON-ON-TRENT BURTON-ON-TRENT ... 46 (45) MOTORBUSES, double-deck: 1 Daimler, 40 Guy (all O.)—total 41. Single-deck: 5 Guy (O.). GENERAL MANAGER: Mr. W. T. H. Marshall.

MOTORBUSES, double-deck; 2 A.E.C., 86 Leyland (all O.)—total 88. Single-deck: 4 Leyland, 6 A.E.C. (all O.)—total 10. GENERAL MANAGER: Mr. F. Thorp, A.M.I.Mech.E.

UAERPHILLY 29 (31)

MOTORBUSES, double-deck: 1 Daimler, 12

Guy, 8 Leyland (all O.)—total 21. Single-deck: 2 Foden, 6 Leyland (all O.)—total 8. GENERAL MANAGER: Mr. C. Thomas, M.I.R.T.E.

CARDIFF CARDIFF 260 (257) MOTORBUSES, double-deck: 39 A.E.C., 33 Bristol. 9 Crossley, 43 Daimier, 48 Guy (all 0.)— total 172. Single-deck: 9 Leyland (O.). TROLLEY-BUSES, double-deck: 10 A.E.C., 63 B.U.T. Single-deck: 6 B.U.T.—total 79. On order: Motorbuses, double-deck: 6 A.E.C. GENERAL MANAGER: Mr. J. F. Siddall, M.Inst.T.

CHESTER 49 (49)
MOTOR BUSES, double-deck: 8 Daimher,
Foden, 29 Guy (all O.)—total 45. Single-deck;
4 A.E.C. (O.). GENERAL MANAGER, Mr. H. J.
Hooley, A.M.Inst.T., A.C.I.S.

CHESTERFIELD CHESTERFIELD 128 (131)
MOTORBUSES, double-deck: 30 Crossley, 18
Daimler, 20 Guy. 38 Leyland (all 0.)—total 106.
Single-deck: 20 Crossley, 2 Leyland (all 0.)—total
22. GENERAL MANAGER: Mr. E. Deakin.

COLCHESTER 38 (38)
MOTORBUSES, double-deck: 18 A.E.C., 5
Bristol, 5 Crossley, 5 Daimler, 5 Guy (all O.)—
total 38. GENERAL MANAGER: Mr. J. Gray,
A.M.Inst.T.A.

COLWYN BAY MOTORBUSES, single-deck: 3 Bedford, 2 Guy P.3—total 5. GENERAL MANAGER: Mr. (all P.)—total 5.
J. E. Neal.

UVENTRY

MOTORBUSES, double-deck: 1 A.E.C., 1
Crossley, 9 Maudslay, 21 Guy, 267 Daimler (all O.)

-total 299, Single-deck: 19 Daimler (O.),
GENERAL MANAGER: Mr. R., A. Fearnley,
M.I.Mech.E., M.Inst.T.

DARLINGTON D'AKLINGTON

MOTORBUSES, double-deck: 38 Guy (O.).

Single-deck: 25 Guy (O.). GENERAL MANAGER:
Mr. W. Mayes, M.Inst.T.

tOL

EL

DARWEN
MOTORBUSES, double-deck: 10 Crossley, 19
Leyland, I A.E.C. (all O.)—total 30. Single-deck:
3 A.E.C., I Leyland (all O.)—total 4. GENERAL
MANAGER: Mr. G. Beşkett₁₀
A.M.Inst.R.E.



Having a clean appearance befitting the Scottish capital, this Leyland Tiger Cub of Edinburgh Transport Department has an M.C.W. 44-seat body 30 ft. long and 8 ft. wide. Transmission is automatic.

DERBY 165 (165)
MOTOR BUSES, double-deck: 1 Bristol. 5
Crossley, 74 Daimler, 5 Foden, 9 Guy (all 0.)—
total 94, TROLLEY BUSES, double-deck: 6
Daimler, 65 Sunbeam—total 71, GENERAL
MANAGER: Mr. J. E. Frith, A.M.I.E.E.,
A.M.I.Mech.E., A.M.Inst.T. 165 (165)

DOUGLAS 43 (43) MOTORBUSES, double-deck: 28 A.E.C. (6 P.), 3 Daimler (O.)—total 31. Single-deck, 4 A.E.C., 3 Leyland, 5 Guy (all O.)—total 12. GENERAL MANAGER: Mr. C. F. Wolsey, M.Inst.T.

DUNDEE 241 (243)
MOTORBUSES, double-deck: 69 A.E.C., 150
Daimler (all O.)—total 219. Single-deck: 7 A.E.C., 15 Daimler (all O.)—total 22. GENERAL MANAGER: Mr. W. L. Russell, B.Sc.

MOTORBUSES, double-deck: 30 A.E.C., 3 Crossley, 14 Leyland (all 0.)—total 52. Single deck: 1 A.E.C., 1 Leyland (both 0.)—total 2 GENERAL MANAGER: Mr. L. H. Cannon M.Inst.T

EDINBURGH 710 (692)
MOTORBUSES, double-deck: 17 A.E.C., 95
Daimler, 158 Guy, 327 Leyland (all O.)—total 597.
Single-deck: 15 Bristol, 10 Daimler, 9 Guy, 71
Leyland, 7 Bedford, 1 Albion (all O.)—total 113.
On order: Motorbuses, single-deck: 50 Leyland, GENERAL MANAGER: Mr. W. M. Little, B.Sc. A.M.I.E.E., A.M.I.C.E., M.Inst.T.

EXETER MOTORBUSES, double-deck: 32 Daimler, 17 Leyland, 10 Guy (all O.)—total 59. Single-deck 6 Daimler (all O.). GENERAL MANAGER: Mr W. Astin. M.Just.T., A.I.R.T.E.

UELLIGAER . 28 (28)
UMOTORBUSES, double-deck: 2 A.E.C., 1
Daimler, 2 Leyland (all O.)—total 5. Single-deck: 16 A.E.C., 7 Leyland (all O.)—total 23. GENERAL MANAGER: Mr. W. H. Collins.

CLASGOW
TMOTORBUSES, double-deck: 376 A.E.C., 165
Albion, 296 Daimler, 245 Leyland (all O.)—total
1,082. Single-deck: 40 Daimler, 30 Leyland (all O.)—total
70. TROLLEYBUSES, double-deck: 124
B.U.T., 29 Daimler, 20 Sunbeam. Single-deck: 11
B.U.T., 10 Leyland—total 194. GENERAL
MANAGER: Mr. E. R. L. Fitzpayne, B.Sc.,
M.I.E.E., M.I.Mech.E.

CREAT YARMOUTH 64 (63)
MOTORBUSES, double-deck: 13 A.E.C. 6
Guy. 39 Leyland (all O.)—total 58. Single-deck: 6 Albion (O.), On order: Motorbuses, double-deck: 4 Leyland, GENERAL MANAGER: Mr. R. F. Bennett, A.M.I.Mech.E.

CRIMSBY AND CLEETHORPES 102 (90)
CF MOTOR BUSES, double-deck: 39 A.E.C., 15
Guy, 16 Daimler (all O.)—total 70. Single-deck:
15 A.E.C., 2 Daimler (all O.)—total 17. Minibuses:
1 Morris (P.). TROLLEY BUSES: 2 A.E.C., 6
Karrier, 4 B.U.T., 2 Crossley—total 14. GENERAL
MANAGER: Mr. J. Rostron, A.M.Inst.T.

HALIFAX

HOTORBUSES, double-deck: 91 A.E.C., 33

Daimler, 16 Leyland (all O.)—total 140. Single-deck: 18 A.E.C., 9 Leyland (all O.)—total 27.

GENERAL MANAGER: Mr. R. Le Fevre.
M.I.Mcch.E., M.Inst.T.

HARTLEPOOL 4 (4)
MOTORBUSES, double-deck: 4 A.E.C. (all
O.)—total 4. GENERAL MANAGER: Mr. L. O.
Williams.

HASLINGDEN

18 (18)
MOTOR BUSES, double-deck: 14 Leyland (O.).
Single-deck: 4 Leyland (O.). GENERAL
MANAGER: Mr., L. T. Merrall, A.M.Inst.T.

MANAGER: Mr., L. 1. Merrall, A.M.Inst.I.

TUDDERSFIELD

Guy (all O.)—total 69. Single-deck: 16 A.E.C., 2

Guy, 11 O.—total 69. Single-deck: 11 Daimler, 7

Guy, 11 A.E.C. (all O.)—total 29. TROLLEY
BUSES, double-deck: 24 B.U.T., 48 Karrier, 48

Sunbeam—total 120.

Mr. E. V. Dyson, M.I.Mech.E., A.M.I.E.E.,

A.M.Inst.T.

HULL 233 (239)
MOTORBUSES, double-deck: 112 A.E.C., 21
Guy, 4 Leyland (all O.)—total 137. Single-deck
16 A.E.C. (O.). TROLLEYBUSES, double-deck
19 Crossley, 11 Leyland, 50 Sunbeam—total 80
GENERAL MANAGER: Mr. G. H. Pulfrey
M.I.Mech.E., M.Inst,T.

MOTORBUSES, double-deck: 28 A.E.C. (O.). dele-deck: 8 A.E.C. (O.)—total 36. TROLLEY-SES, double-deck: 18 Karrier, 12 Sunbeam—total TRAFFIC MANAGER: Mr. R. Chandler.

LANCASTER ANCASTER

MOTORBUSES, double-deck: 13 Crossley, 1
Daimler, 4 Guy, 8 Leyland (all O.)—total 26.
Single-deck: 6 A.E.C., 1 Daimler, 5 Leyland (all
O.)—total 12. GENERAL MANAGER: Mr. A.
Burrows, A.M.Inst.T.

L FEDS BUSES, double-deck: 369 A.E.C., 21 MOTORBUSES, double-deck: 369 A.E.C., 21 Crossley, 78 Daimler, 176 Leyland (all 0.)—total 40. GENERAL MANAGER: Mr. A. B. Findlay, M.I.Mech.E., M.I.P.E., M.Inst.T.

LEICESTER 200 (218
MOTORBUSES, double-deck: 67 A.E.C., 3
Daimler, 96 Leyland (all O.)—total 199, Single deck: 5 A.E.C., 5 Leyland (all O.)—total 10 GENERAL MANAGER: Mr. J. Cooper, M.Inst.T 209 (215) Single

LEIGH 61 (62)
MOTORBUSES, double-deck: 22 A.E.C., 34
Leyland, 4 Dennis (all O.)—total 60. Single-deck:
1 Leyland (O.). GENERAL MANAGER: Mr.
G. L. Smith, M.Inst.T.A.

LINCOLN MOTORBUSES, double-deck: 19 Guy, 31 Leyland (all O.)—total 50. Single-deck: 7 Leyland (O.). GENERAL MANAGER: Mr. H. Jones, A.C.C.S.. A. M. Inst. T.

IVERPOOL

1,247 (1,253)

MOTORBUSES, double-deck: 644 A.E.C., 453

Leyland, 90 Daimler, 50 Crossley (all 0.)—total
1,237. Single-deck: 4 Bedford (P.), 6 Leyland (O.).—total
10. GENERAL MANAGER: Mr. W. M.

Hall, B.Sc., M.I.Mech.E., M.Inst.T.

LANDUDNO
MOTORBUSES, single-deck: 1 Commer (P), 2 Foden (O), 10 Guy (8 P., 2 O).—total 43. GENERAL MANAGER: Mr. W. E. Dowell, A.M.I.R.T.A.

I OWESTOFT

MOTORBUSES, double-deck: 11 A.E.C., 6
Guy (all Q)—total 17. TRANSPORT ADMINISTRATIVE OFFICER: Mr. N. Hoyle, M.Ipst.T.A.

LUTON
MOTORBUSES, double-deck: 4 Bristol, 20
Crossley, 46 Leyland (all O.)—total 70. GENERAL
MANAGER: Mr. C. S. A. Wickens, M.Inst. T.,
M.Inst. B.E., M. Inst. T. E.

L YTHAM ST. ANNES

MOTORBUSES, double-deck: 33 Leyland
().) Single-deck: 7 Leyland ().) GENEL
MANAGER: Mr. R. C. Armstrong. GENERAL

MAIDSTONE 52 (44)
MOTORBUSES, double-deck: 9 Daimler, 2
Guy. 15 Leyland (all O.)—total 26. TROLLEYBUSES, double-deck: 2 Karrier, 22 Sunbeam, 2
B.U.T.—total 26. GENERAL MANAGER: Mr. W.
Kershaw, M.Inst.T., M.I.R.T.E.

MANCHESTER

MOTORBUSES, double-deck: 292 Crossley,
378 Daimler, 606 Leyland (all O.)—total 1,276.
Single-deck: 40 Leyland (al) O.) TROLLEYBUSES,
double-deck: 62 B.U.T., 60 Crossley—total 122, On
order: Motorbuses, double-deck: 22 Leyland,
GENERAL MANAGER: Mr. A. F. Neal, B.Sc.,
A.M.I.E.E., M.Inst.T.

MERTHYR TYDFIL

MOTORBUSES, double-deck: 26 Bristol, 13
Daimler, 16 Leyland, 5 Dennis, 6 Foden (all O.)
total 66. Single-deck: 3 Bristol, 1 Leyland, 5 Dennis
(all O.), 1 Ford Thames, 2 Bedford (all P.)—total
12. GENERAL MANAGER: Mr. H. E. Sampson,
M.Inst.T., M.I.R.T.E.

MIDDLESBROUGH 89 (89)
MOTORBUSES double-deck: 67 Guy, 19
Leyland, 1 Dennis (all O.)—total 87. Single-deck: 1 Guy, 1 Leyland, all O.)—total 2. GENERAL MANAGER: Mr. Frank Lythgoe, M.Inst.T.

MORECAMBE AND HEYSHAM . . 53 (53) MOTORBUSES, double-deck: 53 A.E.C. (6 P., 47 O.). On order: Motorbuses, double-deck: 3 Leyland, GENERAL MANAGER: Mr. A. V. Rigby,

NEWCASTLE UPON TYNE. 432 (432) MOTORBUSES, double-deck: 142 A.E.C., 30 Daimler, 71 Leyland (all O.)—total 243. Single-deck: 3 Daimler (O.) TROLLEYBUSES, double-deck: 95 B.U.T., 91 Sunbeam—total 186. GENERAL MANAGER: Mr. F. S. Taylor. M.Inst.T.

NEWPORT 119 (115)
NMOTORBUSES, double-deck: 23 Daimler. 26
Guy, 55 Leyland (all O.)—total 104. Single-deck:
1 Daimler, 14 Dennis (all O.)—total 15. GENERAL
MANAGER: Mr. R. A. Hawkins, A.M.Inst.T.

NORTHAMPTON 91 (91) MOTORBUSES, double-deck: 10 Crossley, 81 Daimler (all O.)—total 91. GENERAL MANAGER: Mr. J. A. Fielden.

NOTTINGHAM

NOTORBUSES, double-deck: 218 A.E.C., 28

Baimler, 44 Leyland (all 0.)—total 290. Single-deck: 4. A.E.C. (0.) TROLLEYBUSES, double-deck: 115 B.U.T., 33 Karrier, 4 Sunbeam—total 152. GENERAL MANAGER: Mr. B. England, M.I.Mech.E., M.Inst.T.

OLDRAM 235 (235)
MOTORBUSES, double-deck: 14 Crossley, 25
Daimler, 182 Leyland (all O.)—total 221. Single-deck: 14 Crossley (O.), GENERAL MANAGER: Mr. C. P. Palge, M.Inst.T.

PLYMOUTH . 265 (273) MOTORBUSES. double-deck: 265 Leyland (O.), GENERAL MANAGER: Mr. J. G. Timpson, M.Inst. T., A.M.I.Mech.E., A.M.I.E.E.

PONTYPRIDD 52 (53)
MOTORBUSES, double-deck: 14 Bristol, 27
Guy (all 0.)—total 41. Single-deck: 7 Bristol, 4
Guy (all 0.)—total 11. GENERAL MANAGER:
Mr. H. G. Ludlow

PRESTON 100 (100)
MOTORBUSES, double-deck: 98 Leyland (O.).
Single-deck: 2 Leyland (O.). GENERAL
MANAGER: Mr. W. H. Barker, A.M.Inst.T.

RAMSBOTTOM
MOTORBUSES, double-deck: 7 Leyland (O.).
Single-deck: 10 Leyland (O.). GENERAL
MANAGER: Mr. L. T. Merrall, A.M.Inst.T.

RAWTENSTALL
MOTORBUSES, double-deck: 1 Guy. 42 Leyland (all 0.)—total 43. Single-deck: 7 Leyland (Q.). GENERAL MANAGER: Mr. L. T. Merrall. A.M.Inst.T.

READING 106 (103)

MOTORBUSES, double-deck: 29 A.E.C., 12
Crossley (all O.)—total 41. Single-deck: 3 Bedford
(P.), 16 A.E.C. (O.)—total 19. TROLLEYBUSES,
double-deck: 14 A.E.C., 20 B.U.T., 12 Sunbeam—total 46. GENERAL MANAGER: Mr. W. J.
Evans, M.I.E.E., M.Inst.T.

Liverpool Transport Department have had-this A.E.C. Bridgemaster in experimental service on various routes since the beginning of the year. Bodywork is by Park Royal.

POTHERHAM 156 (154)
MOTORBUSES, double-deck: 37 Bristol. 24
Crossley, 32 Daimler (all 0.)—total 93. Single-deck: 11 Bristol. 9 A.E.C. (all 0.)—total 20.
TROLLEYBUSES, double-deck: 20 Daimler. Single-deck: 23 Daimler—total 43. GENERAL MANAGER: Mr. I. 0. Fisher, M.Inst.T.

SALFORD

MOTORBUSES, double-deck: 15 A.E.C. 15 Crossley, 207 Daimler, 65' Leyland (all 0.)—total 302. Single-deck: 11 Daimler (O.). GENERAL MANAGER: Mr. C. W. Baroth M.Inst.T.

CHEFFIELD 814 (765)
MOTORBUSES, double-deck: 316 A.E.C., 16
Crossley. 13 Daimler, 1 Guy, 401 Leyland (all O.)—
croal 747. Single-deck: 29 A.E.C., 3 Crossley, 35 Leyland (all O.)—croal 67. On order. Motorbuses, double-deck: 71 A.E.C., 19 Leyland; single-deck: 19 Leyland. GENERAL MANAGER: Mr. R. C. Moore, M.Inst.T.

MOTORBUSES, double-deck: 167 Guy (O.). Single-deck: 12 Guy, 3 Albion (all O.)—total 15. GENERAL MANAGER: Mr. G. Armstrong. A.M.I.Mech.E., A.M.Inst.T.

MOTORBUSES, double-deck: 8 A.E.C., 29 Daimler, 41 Leyland (all O.)—total 78. Single-deck: 2 A.E.C., 2 Albion (all O.)—total 4. GENERAL MANAGER: Mr. W. Baxendale, A.M.Inst.T.

OUTHPORT 69 (72)
MOTORBUSES. double-deck: 3 A.E.C., 2 Crossley, 54 Leyland (all O.)—total 59. Single-deck: 8 Bedford (P.), 2 Crossley (O.)—total 10. GENERAL MANAGER: Mr. Jackson Hoggard. M.Inst.T.

COUTH SHIELDS 99 (101)
MOTORBUSES, double-deck: 11 Crossley 2 Daimler, 30 Guy (all O.)—total 43. TROLLEY-BUSES, double-deck: 38 Karrier, 18 Sunbeam—total 56. GENERAL MANAGER: Mr. J. Crawford. M.Inst.T.

STALYBRIDGE 81 (80)
MOTORBUSES, double-deck: 1 Atkinson, 67
Daimler, 10 Leyland (all O.)—total 67. Single-deck: 7 Atkinson, 7 Daimler (all O.)—total 14.
GENERAL MANAGER: Mr. F. S. Brimelow, M.Inst.T., A.C.W.A.

ST. HELENS

MOTORBUSES, double-deck: 79 A.E.C., 54
Leyland, 3 Bristol (all O.)—total 136. Single-deck:

1 A.E.C., 5 Bristol (all O.)—total 6. GENERAL
MANAGER: Mr. J. C. Wake, M.Inst.T., A.C.I.S.,
M.I.R.T.E.

GTOCKPORT

MOTORBUSES, double-deck: 65 Crossley, 16
Guy, 67 Leyland (all 0.)—total 148. Single-deck:
22 Leyland (O.). GENERAL MANAGER: Mr.
E. B. Baxter, A.M.Inst. T.

CUNDERLAND

MOTORBUSES, double-deck: 6 A.E.C., 15
Crossley, 103 Daimler, 53 Guy (all O.)—total 177.
Single-deck: 2 Atkinson, 6 Guy (all O.)—total 8.
GENERAL MANAGER: Mr. N. Morton, B.Com.,
M.Inst.T., M.I.R.T.E.

SWINDON 66 (66)
MOTORBUSES, double-deck: 40 Daimler, 7
Gey (all O.)—total 47, Single-deck: 19 Daimler (O.). GENERAL MANAGER: Mr. E. G. A. Singleton, M.I.Mech.E., M.Inst.T.

TEES-SIDE RAILLESS TRACTION
BOARD

41 (41)
MOTORBUSES, double-deck: 1 Daimier, 23 Ley-land (all 0.)—total 24, Single-deck: 2 Leyland (0.), FROLLEYBUSES, double-deck: 15 Sunbeam.
GENERAL MANAGER: Mr. J. L. Flynn.

WALLASEY 94 (18) MOTORBUSES, double-deck: 90 Leyland (0.) Single-deck: 4 Leyland (0.). GENERAL MANAGER: Mr. W. R. Goodier, M.I.Mech.E. A.M.Inst.T.

WALSALL

WALSALL

259 (253)

WALSALL

Daimler, 122 Guy, 44 Leyland, 1 Dennis (all 0, total 188. Single-deck: 6 Redford, 10 Leyland (all 0, -total 16. TROLLEYBUSES, double-deck: 2 Karrier, 53 Sunbeam—total 55. GENERAL MANAGER: Mr. R. Edgley Cox. M.Sc., A.M.I.E.E., A.M.I.Mech.E., A.M.Inst.T., A.Inst.P.I.

WARRINGTON 89 (91)
MOTORBUSES, double-deck: 29 Bristol, 15
Foden, 3 Guy, 39 Leyland (all O.)—total 86,
Single-deck: 3 Guy (O.), GENERAL MANAGER:
Mr. N. McDonald, M.Inst.T.

WEST BRIDGFORD 28 (28)
WOTORBUSES, double-deck: 25 A.E.C. 3
Daimler (all O.)—total 28, GENERAL MANAGER:
Mr. L. C. Harrison, A.M.Inst.T., F.Inst.T.A.

WEST BROMWICH
MOTORBUSES, double-deck: 105 Daimler
(O.). Single-deck: 9 Daimler, 3 Leyland (all O.)—
total 12. GENERAL MANAGER: Mr. S. Jobling,
M.Inst.T.

WEST MONMOUTHSHIRE 30 (30)
WMOTORBUSES, double-deck: 10 Leyland, 3
Daimler, 3 A.E.C., 1 Guy (all 0.)—total 17. Singledeck: 2 Foden, 3 Daimler, 4 Leyland, 4 A.E.C.
(all 0.)—total 13. GENERAL MANAGER: Mr.
E. C. Pugh

WIGAN . 154 (154) MOTORBUSES, double-deck: 143 Leyland (O.), Single-deck: 11 Leyland (O.), GENERAL MANAGER: Mr. J. McKnight, A.M.Inst.T.

WOLVERHAMPTON 297 (297) MOTORBUSES, double-deck: 39 Daimler, 95 Guy (all 0.)—total 134. Single-deck: 10 Guy (0.) TROLLEYBUSES, double-deck: 50 Guy, 103 Sunbeam—total 153, GENERAL MANAGER: Mr. R. A. Addlesce. M.Inst.T., M.Inst.T., A.



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185 (185) E.C., 15 total 177,

66 (66) aimler, 7 Daimler E. G. A.

. 41 (41) 23 Ley-Leyland

etcalfe.

94 (104)

GENERAL I.Mech.E..

259 (253) A.E.C., 19 is (all 0.) D Leyland puble-deck: GENERAL A.M.I.E.E.

Bristol, 15 —total 86. ANAGER:

A.E.C., 3 ANAGER: ISL.T.A.

117 (117) 5 Daimler (all O.)— S. Jobling.

61 (61)

Daimler, 22

Leyland, 3 17. Single-4 A.E.C. GER: Mr.

A.E.C., 10 Single-deck: GER: Mr.

154 (154) 3 Leyland GENERAL Inst.T.

. 297 (297) Daimler, 95 0 Guy (O.). y, 103 Sun-R: Mr. R. A.

Political Commentary

By JANUS

Second Bite

A LREADY some hauliers are beginning to urge that what the last Government left of British Road Services should be completely dismantled and sold back to free enterprise. The suggestion is not prompted by rancour or ill will; nor are the hauliers afraid of nationalized competition. Their feeling is that they have won a vital battle and should follow up the advantage until the opposition is liquidated. They have an enemy within the gates while B.R.S. continues to exist. If the threat of renationalization is revived in however distant a future, the Labour party will always have at hand a framework in which to piece together the undertakings they acquire.

Although the fears are not without foundation, hauliers might be well advised to forget them. There is nothing to be gained from pursuing the matter at the moment. The Government show no disposition so early in their life to embark on hazardous legislation of which not even a hint appeared in their election manifesto. The public that use road transport are still critical of the nationalized sector. Only a few days ago members of the transport committee of the Luton, Dunstable and District Chamber of Commerce were complaining that goods took 19 days to reach them from Reading and 10 days from Gloucester, and that a parcel said to have left Bishopsgate by road had not arrived a fortnight later.

In spite of their dissatisfaction, the traders would be unlikely to support a proposal for political action. They have too recent a memory of what action might have been taken, had the election gone the other way, to hinder them even from carrying their own goods in their own wehicles. In the present peaceful atmosphere, an angry attack by the hauliers would peter out, and in circumstances that might preclude any chance of renewing it.

Lessons of the Election

All the political parties are digesting and analysing the lessons of the election. Three clear victories in a row are not interpreted by the Conservatives as a mandate for going to extremes. They are prepared to accept that the vote was not so much in their favour as against the Socialists, who had become too closely identified with things the public did not like, and notably with nationalization.

When the Socialists were in power, the Conservatives, who had said that nationalization would fail, would have been less or more than human if they had not been to some extent glad when their forecast came true. In opposition, the Socialists equally wanted to see free enterprise fail. They became the party of disaster and fore-boding, and when the economy continued to prosper they were discredited. The 1959 election was a straight fight between State control and free enterprise, and there is no doubt about which side won.

Somewhere in the Labour party, amid the babel of contradictory voices, the future policy on nationalization is being worked out. Old party beliefs and dogmas, and the sincere moral attitude from which they derive, are face to face with the certainty that they will lose the next election as decidedly as the last. The party may split, in which case the Liberals are waiting hopefully on the sidelines to catch some of the pieces. It is equally likely that agreement will be reached in the end on what to everybody but the Socialists will look like a fundamentally new policy.

What is amazing in retrospect is that the Labour party

ever succeeded in persuading the public to acquiesce in the large-scale plan of nationalization that followed the 1945 election." Whatever one may think of the method, the choice of industries was astute. For the most part, the organizations taken over were already on the way to becoming semi-public corporations, and the owners of the rest were not readily in a position to awaken public sympathy, whether or not this was their fault.

The notable exceptions were the hauliers, very much alive and very much engaged in running the businesses that the Socialists planned to take away. The spirited fight put up by the hauliers stimulated and encouraged other industries when their turn came to be threatened. Even at that stage the Socialists began to realize they were going too far. Their threats became milder and less precise. They seemed unable to forgive the hauliers, and their one remaining definite pledge was to take back into State ownership the two items—steel and long-distance road haulage—that the Conservatives had set free.

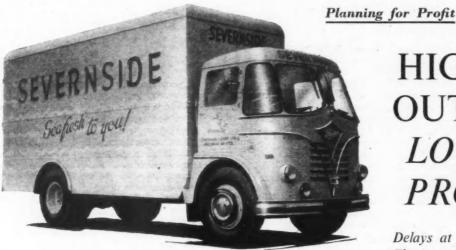
More Apparent than Real

The animosity of the Socialists against the hauliers may be more apparent than real, and there is a reasonable, if not a good, chance of dispersing it for good. No party in opposition wholly agrees that the Government have a complete mandate from the electorate for every item in their manifesto. Any party that wrests power from another considers it has the right to reverse at least some of the measures of the preceding Government. In the present circumstances, where the sitting Government are returned with an increased majority, it is reasonable to claim that the electorate have confirmed what has been done.

It would be misleading to take too much notice of what went on at the two-day conference of the Labour party at Blackpool last week-end. Mr. Hugh Gaitskell, the party leader, was faced with a difficult task. On the whole, he skilfully steered his way between those Socialists who want more nationalization regardless of the manifest verdict of the electorate, and those who would prefer to see the question of State ownership quietly dropped. Mr. Gaitskell did not reject nationalization, but he did point out that it should be regarded as a means to an end, and not the end itself. He even dared to say that the party constitution should be re-written and brought up to date.

There is still a good chance of ultimately reaching the situation most desired by transport operators, under which the Socialists agree, as definitely as politicians can, not to seek to enlarge the present sector of public ownership. Mr. Gaitskell can then claim that he is giving due acknowledgement to the rights of the electorate, who have plainly subscribed to Conservative legislation up to the last election. He can promise a strenuous fight against all new legislation. If this included a plan to break up B.R.S., the whole question of nationalization, or at any rate of transport nationalization, would again be thrown into the melting pot. Mr. Gaitskell would be unable to restrain his wild men, nor perhaps would he wish it.

On all counts, the hauliers who are anxious to press for total denationalization should hold their hand, at any rate until they have some better idea of Labour policy. In the meantime, they might think it advisable to investigate what market there is likely to be for a fresh supply of transport units, and particularly for the meat company that had a deficit of £154,000 in 1958, and for the parcels company that showed net receipts of £961,000.



Severnside Foods, Ltd., Bristol, operate this smart Foden 8-9-ton van to deliver to the Midlands and the north. The railways were previously employed, but the use of road transport may be extended to all parts of the country, partly because it is cheaper.

HIGHER OUTPUT,

LOWER PROFIT

Delays at Terminals Can Eliminate Bigger Earnings from a Rise in Tonnage

HILST substantial increases in terminal delays since the war are widely acknowledged, the causes are more numerous and complex than might first appear. But their ultimate effects on costs and hauliers' revenue require a concerted reappraisal of the causes if these delays are to be eased.

However much attention is rightly paid by hauliers and ancillary operators to the internal efficiency of their organizations, the prime function of transport is to provide a service to trade and industry. Often it would seem that the interests of provider and user of transport are diametrically opposedand nowhere more than on the loading bay. But if efficient scheduling of journeys is to be maintained, these interests must continue to be reconciled as far as possible. If new trends in customers' requirements act adversely on transport efficiency, appropriate adjustments must be made.

The post-war reorganization of industry has resulted in a substantial increase in the mechanization of manufacturing processes, leading ultimately to partial or complete automation. Unfortunately, such changes do not always extend to warehousing and distribution facilities. This omission can have two adverse effects on transport operators.

Not only are no additional loading facilities provided to match the increased output which, presumably, mechanization of manufacture is intended to achieve, but simultaneously there will invariably be a reduction in the total labour force available. Unless the company concerned is large enough to employ loading staffs permanently, as such, in many cases there can be increased delays while the driver waits for the necessary gang to be mustered.

Further Problems

If increased production and sales have followed reorganization, two further problems may arise. There will be an acute pressure on both factory and warehouse space, with a resulting demand for speedy collection. A secondary factor may well be the relationship between output and sales.

Before modernization, and possibly over many years of more steady growth, output and sales would tend to match within narrow limits. Now, however, there would be every possibility of wide temporary margins of disparity between the two, with further demands on the transport operator to provide short-term storage. Many of the larger organizations have, of course, of recent years set up strategically placed distribution centres to meet this problem, and so segregate production and transport. Enterprising hauliers have also added warehousing to the facilities they have to offer.

Maximum efficiency can more readily be obtained from such arrangements where some element of standardization exists in the product handled. Particularly does this apply to operators ancillary to nation-wide manufacturing companies, who are in a position to control both the outward and receiving points. In such cases mechanical handling can be fully exploited

There is, however, much traffic, which represents a substantial tonnage in the aggregate, but is offered to the haulier in comparatively small lots, and does not justify the establishment of distribution centres, although the problem of peak output still applies.

Not only are the resulting delays uneconomic, but relationship between customer and operator can be impaired. But even with the best co-operation on both sides there are many instances where the convenience of both cannot be reconciled by standard-type vehicles operating under normal conditions.

Greater Flexibility

Some improvement may often be achieved by the division of the overall journey into trunk and local collection-anddelivery services to allow greater flexibility at the terminals. Over-development of this practice, however, can defeat the objective of reduced delays. Ultimately, the trader, or industry concerned, may have grounds for complaint that the majority of operators are all tending to deliver during the early part of the morning, and hope to fit in collections mid-afternoon.

Convenient though such arrangements may be to hauliers operating trunk services, they must obviously provide uneconomic peaks for the customer on his loading bays, in addition to causing inevitable delays to vehicles.

With suitable types of traffic, such as liquids, grains and granular substances, bulk delivery can be developed to such an extent that loading or unloading can be left entirely to the responsibility of the driver. Where the conditions are favourable for the adoption of such methods, substantial economy in terminal time and ultimate costs can be achieved. Although the range of traffics being adapted for bulk carriage is undoubtedly increasing, together with the total tonnage moved, a large proportion of general traffics still remain which have to be loaded and unloaded by traditional methods.

To meet the needs of both customer and operator in such circumstances, the principle of articulation, with the employment of one or more spare semi-trailers, is well tried and has proved of real value. An example of the saving which could be effected by the use of this type of vehicle is shown by examining the operating costs of an 8-ton "artic" oiler.

With an unladen weight of 3 tons 17 cwt., the annual licence duty will amount to £50, or £1 per week. This, of course, is on the basis of a 50-week year to allow for two weeks when the vehicle may be off the road for either holidays or major

(Continued on page 615)

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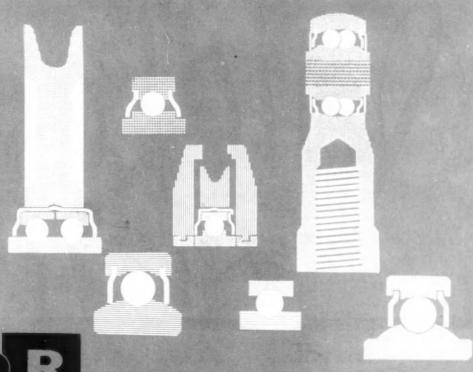


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overhaul. Drivers' wages will be reckoned at £9 11s. 6d., in accordance with Grade I rates under R.H.(66), and this amount includes appropriate allowances for holidays with pay and insurance contributions. Rent and rates incurred in garaging the vehicle are assessed at 13s. per week, whilst the annual premium for vehicle insurance is reckoned at £50, or £1 per week. Interest charged at the nominal rate of 3 per cent. on the initial outlay of £1,910 will be £1 2s. a week. The total for these five items of standing costs is £13 6s. 6d. per week, or 6s. 0\{\}d. per hour.

Assuming the vehicle averages 600 miles per week, the following running costs will be incurred: Where fuel is purchased in bulk at 3s. 10d. per gallon, the fuel cost per mile will be reckoned at 3.54d. Lubricants add a further 0.26d. and tyres (based on an estimated mileage life of 30,000) 1.80d. per mile. Maintenance is calculated to cost 2.38d. per mile.

Depreciation is computed on a mileage life of 150,000 for the outfit. Deducting the price of the initial set of tyres from the original cost of the outfit, together with appropriate residual values for both the tractor unit and the semi-trailer, leaves a balance of £1,360, giving a depreciation cost per mile of 2.18d. Total running costs per mile are thus 10.16d.

One Spare Semi-trailer

So far we have assumed that only one semi-trailer would be used. If fuller advantage is to be taken of articulation, at least one spare semi-trailer will be needed, and some allowance must be made for the additional operating costs.

They will be comparatively slight. Assuming the initial capital outlay for an additional semi-trailer is in the region of £700, interest will cost an extra 8s, 5d, per week. The nominal increase in the total insurance premium to provide for the limited cover of the standing semi-trailer will be ignored.

There should be no appreciable increase in running costs, because the total mileage of both semi-trailers used should equal only that of the tractor unit. Even so, some slight addition in respect of weekly maintenance must be allowed for, and this will be arbitrarily assessed at 10s. per week per extra semi-trailer. Where the average weekly mileage was 600, the additional cost per mile for maintenance would be 0.20d., resulting in a total running cost per mile of 10.36d, when one

additional semi-trailer was used and 10.56d. when two were employed.

Applying these results to a hypothetical day's work, we will assume that when only one semi-trailer is available two hours are taken in loading the vehicle, three hours in journey time involving a return mileage of 60, and a further two hours in unloading, giving a total for the day of seven hours.

The operating cost for the day would then comprise seven hours at 6s. 0\{\frac{1}{2}\}d.\) (£2 2s. 5\{\frac{1}{2}\}d.\), plus 60 miles at 10.16d. (£2 10s. 9\{\frac{1}{2}\}d.\), giving a total of £4 13s. 3d. With a full load of 8 tons the cost per ton would be 11s. 8d. Where two semitrailers were used and terminal facilities permitted one being left to be loaded without the supervision of the driver, only half an hour might be required to cover any waiting time, documentation and change-over of semi-trailers.

Kept at Originating Point

The first terminal period of the day would be half an hour, followed by three hours' journey time. Unloading time, however, would still be two hours, on the assumption that the spare semi-trailer would be kept at the originating point. Total time for the return trip would thus be 5½ hours, or 11 hours for two trips per day where traffic was available to take advantage of the economic possibilities of articulation.

This day's work would then cost £3 8s. 9d. for 11 hours at 6s. 3d. an hour, plus 120 miles at 10.36d. (£5 3s. 7d.), a total of £8 12s. 4d. With 16 tons carried the rate per ton would be 10s. 9\frac{1}{2}d.

If there were a spare semi-trailer at both terminal points, this would add a further 8s. 5d. to the standing cost per week, making the total £14 3s. 4d., or 6s. 54d. per hour. As previously stated, running costs will be 10.56d. per mile.

The total time for one trip will consist of half an hour at each terminal plus three hours' journey time, a total of four hours. If two journeys a day were made, the corresponding cost would be eight hours at 6s. 5\frac{1}{2}d. (£2 11s. 6d.) and 120 miles at 10.56d. (£5 5s. 7d.), a total of £7 17s. 1d. This gives a rate of 9s. 9\frac{1}{2}d. per ton, compared with 10s. 9\frac{1}{2}d. when one spare semi-trailer is employed, or 11s. 8d. with only one semi-trailer in use.

American-type Refuse Bodywork

WITHIN the next two or three weeks, W. W. Drinkwater (Willesden), Ltd., will take delivery of the first of a range of compression-type refuse bodies manufactured in this country by the Powell Duffryn Engineering Co., Ltd., Maindy, Cardiff, under licence from Dempster Bros., U.S.A.

The body design is known as the Dumpmaster. It is square in cross-section, and has a five-stage hydraulic ram mounted on the front bulkhead. The ram pushes a pressure plate to the rear and compresses the refuse.

The Dumpmaster is intended for servicing refuse containers or for house-to-house collection. If desired, hydraulically operated overloader arms may be fitted to pick up containers from in front of the vehicle, lift them over the cab and discharge them into the body through an aperture in the front of the roof.

Drinkwater's vehicle will not have this loading apparatus. Bodies with actual volumes of 18 cu, yd., 24 cu, yd. and 30 cu, yd. are available, giving refuse capacities of up to 60 cu, yd. at the conservative compression ratio of 2 to 1.

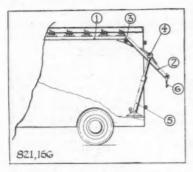
Powell Duffryn are also manufacturing the Dempster-Dumpster hydraulic hoist. This is mounted at the rear of a conventional chassis to pick up and tip a range of bins and skips. A tilting fork-lift mechanism will be produced later.

A demountable body design known as the Dinosaur is another project. For this device a hydraulically tipped sub-frame is attached to the vehicle chassis. When the frame is tipped, the special body slides to the ground. This operation is assisted and controlled by a sliding block which engages with hooking points on the body.



A Meat-carrying Body

PATENT No. 821,156 shows a body for transporting carcases or any other load that can be suspended from overhead rails. The basis of the patent is a rearward extension of the rails to facilitate loading and discharge. (Marsden (Coachbuilders), Ltd., Bewsey, Warrington, Lancs.)



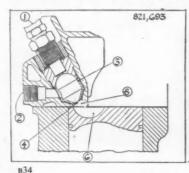
Referring to the drawing, the roof carries three rails (1). Each rail is provided with a rearward extension piece (2) which pivots about a hinge (3). The three extensions are attached to a bridge member (4) with a hydraulic ram (5) at each side of it. The rams swing the extensions through 180 degrees.

The drawing shows the device in the loading position. The carcases are placed on travelling hooks (6) and the rams are then used to lift the extensions to the horizontal, in which position the loaded hooks can be run into the body. When the body is loaded, the extensions are swung down and in that position act as a stop to the movement of the load. If the extensions are swung inwards, to lie against the roof interior, the body is left clear for cleaning or for other loads.

A PRE-COMBUSTION CHAMBER

ACCORDING to patent No. 821,693, a long throat between a pre-combustion chamber and a cylinder leads to loss of thermal efficiency, poor starting and high fuel consumption. The patent describes a layout which is said to overcome these disadvantages. (Ford Motor Co., Ltd., 88 Regent Street, London, W.I.)

The drawing is a section of an oil engine cylinder head with its injector



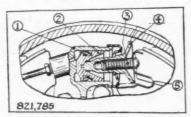
(1) in place. The second bore (2) is for a heater plug. The pre-combustion chamber comprises a spherical upper face formed in the metal plug and a thinwalled lower portion (3). The latter is spaced away from its surroundings to conserve heat.

The exit orifice (4) consists of a sharp edge having zero effective length; this discharges into a wider throat (5) and then into a depression (6) in the crown of the piston. The volume of the depression is between 0.25 and 0.45 that of the total compression space.

SIMPLE BRAKE ADJUSTMENT

PATENT No. 821,785 refers to brakes with hydraulic actuating cylinders and describes a quick method of manual adjustment. The adjusting mechanism is attached to the cylinder so that assembly is simplified. (General Motors Corp., Detroit, Michigan, U.S.A.)

The drawing shows a section of one hydraulic unit. The cylinder (1) pushes one shoe while the piston (2) thrusts on the other. The piston actuating unit includes a screw (3) which is the adjusting member, lengthening or shortening the assembly as required.



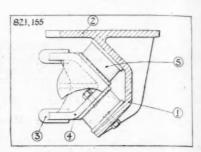
The screw has a large head (4), notched around its periphery. By inserting a tool through a hole in the backplate, the head can be pushed round a notch at a time. A spring detent (5) engages with the notches and acts as retainer. The detent is arranged to embrace the screw head so that it is held in position during assembly.

RUBBER SPRING MOUNTINGS

A LEAF spring is usually pivoted on a fixed point at one end and on a shackle at the other to accommodate change of length. Patent No. 821,155 shows a rubber joint to replace the conventional shackle. (Metalastik, Ltd., Evington Valley Road, Leicester.)

Referring to the drawing, a V-shaped bracket (1) is fixed to the chassis by the flange (2). The eye of the leaf spring is embraced by a pair of lugs (3) forming part of a male V-member (4). The eye and the lugs are joined by a pivot pin.

The two V-members are joined by rubber blocks (5); these have bonded-on end faces which are fixed to the V-brackets by bolts. The rubber is loaded in compression and shear, and supports both the weight of the vehicle and braking and acceleration forces. A single rubber member can be used.



INDEPENDENT TRAILER SUSPENSION

AN independent suspension system described in patent No. 819,223 is intended for frameless semi-trailers with side-by-side twin-wheeled axles. The suspension unit fits directly to the floor of the trailer without the need for a sub-frame. (Fruehauf Trailer Company, 10940 Harper Avenue, Detroit 32, Michigan, U.S.A.)

Referring to the drawing, each pair of wheels is provided with an air spring (1), the upper end of which is fixed to the floor of the vehicle. A double-cranked lever (2) is attached to the bottom of the spring and is pivoted on a pair of brackets (3 and 4).

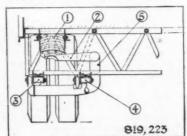
The portion (5) of the lever looks very short in the drawing due to the foreshortening caused by the angle at which it lies. In fact its length is such that the spring is behind the wheels and the pivot bracket in front of them. This layout permits free air-flow around the brake drums, and allows the air springs to be outrigged to increase stability

COMBINATION PRIME MOVER

PATENT No. 820,096 shows an engine in which power is produced partly by pistons and partly by an exhaust-driven turbine. The novel point is that when the power falls off, the exhaust valves are caused to open earlier, so that the turbine produces almost constant power. The patent comes from Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.

POWER STEERING CONTROL

PATENT No. 821,944 describes a valve for controlling hydraulic power steering. To centralize the moving bobbin-valve, a cam is used; this may consist simply of a ball pressed by a spring into a V-groove. The ball can be loaded additionally by the pressure of the fluid. The patent comes from George Kent, Ltd., 199 High Holborn, London, W.C.1.



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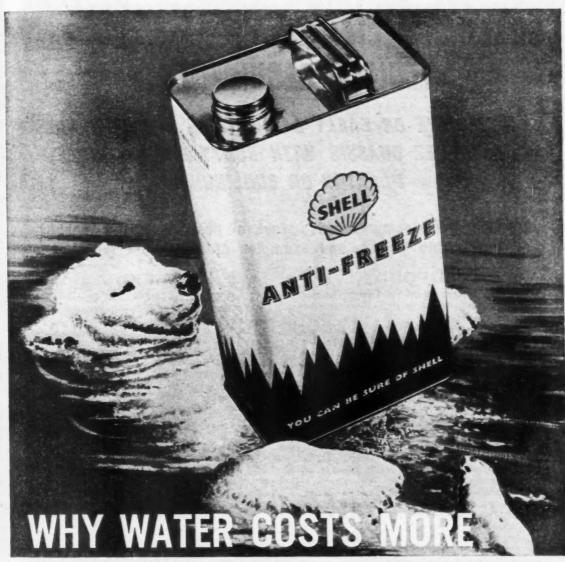
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J.3,000 miles only October, 1958 Commer TS3 tipper, in
excellent condition, £909. also 1951 Commer T-100s peer, in
excellent condition, £909. also 1951 Commer T-100s peer, in
excellent condition, £909. also 1951 Commer T-100s peer, in
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excellent condition, £909. also 1951 Commer T-100s peer
excellent condition, £90

F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. OVEMBER, 1957, COMMER rigid 6-wheel drop-side 22-ft. truck, any test or trial, £1,265, or terms

arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
HManchester, Phone, Ardwick, 3146.

833-238

1955 ram, sell tyred, very clean, 2545. H, 333-224

Motors, Bolton 827.

Motors, Bolton 827.

3.53-224

OMMER TS3 diesel artic. unit, Scammell Choice of trailers available. Also a number of other good Commer vehicles in stock. Terms and exchanges.

OMMER TS3 diesel lona-wheelbase truck, the control of the choice of the control of th

RUSH GREEN MOTORS, Langley, Hitchin, Herts. A LSO office good about Oracle 1983-311

R USH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175, 7-ton BEDFÖRD P6 and R6 tippers, one with Eaton 2-speed axie. Justice (Underwood), 1833-326

Langley Mill 3812; home 3625.

R OSH CARDS 175.

COMMER TS3. October, 1958, 6-wheeler with Unipower conversion. 22-41. platform, in first-class condition, Phone. Central 9421. Queen St., Liverpool, 3. 833-411

Used Goods Vehicles (contd.)

1949 COMMER (P6) 5-ton platform lorry.

PARTON MOTORS (PRESTON), LTD., Preston.

1950 Condition. E593. diesel tipper, ally body, sould condition. E595. Choice of two Wilkors Filling Station, Ecclesfield, near Sheffield. Phone. Ecclesideld 3667.

DENNIS

DENNIS Jubilant 12-ton double-drive 6-wheel 24-ft. drop-size truck, any test or trial, £595, or terms Arranged.
HENRY EATON, LTD., 107 Palmersion St., Ancoats, Manchester. Phone, Ardwick 3146.
BENNIS Stock 1955 chassis-cab, £200. DENNIS Stork, 1954, £115. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 833-266

R. A. JORDAN, LTD.,
MAIN DENNIS DISTRIBUTORS.
(BEDS, CAMBS, PETERBORO' AND N. HERTS)
FOR

NEW AND USED COMMERCIAL VEHICLES.

A SUITABLE CHASSIS FOR EVERY PURPOSE

DAX, 5-7-ton, up to 25-ft, body length.

ONDOR, 8-ton, up to 22-ft, body length,

HEFTY, 9-ton, up to 22-ft. body length.

ALL inquiries welcomed.

PART-EXCHANGE, H.P. terms.

IVEL WORKS, Biggleswade, Beds. Phone, Biggleswade 2265(6).

ONE DENNIS Max, 36 by 8 tyres, 20-ft. body, £90,

ERNEST THORPE AND CO., LTD., Thursoland, nem Sheffield. Phone, Stockbridge 2152. 833-421

Dennis Wanted

LEFT-HAND-DRIVE 6-wheelers, diesel, long-wheelbase, late type, required for export. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampson, Phone, Botley 2343.

DODGE

1952 DODGE Model 64 pantechnicon, 1,350 cu. ft.,
200MB COMMERCIAE (GUILDFORD) LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford,
833-196 1954 DODGE 4-5-ton boxvan, P4.

COMBS SERVICE STATION, LTD., By-pasa Rd., Guildford. Phone 62592-3-4.

1948 DODGE long-wheelbase truck, P6, 5-speed box, E150.

H. F. A. DOLMAN. LTD., 186 Carlion Avenue, Southend-on-Sea. Phone 41523.

DODGE Kew long-wheelbase win-ram tipper, 33-3-75.

Langley Mill 182, home 1625.

833-322

FERRARIS OF CRICKLEWOOD. L TD., 200-220 CRICKLEWOOD BROADWAY, N.W.2. Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

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E.R.F.

DISMANTLING 1946 4 x 2 tipper, good steel body, Justice (Underwood), Langley Mill 3182, home 3625. 1949 E.R.F. 4L.W without body. Thomes Graveson Phone, Carnfoeth, B33-416

FODEN

FODEN

Newport MOTOR SERVICES, East Usk Rd...

Newport, Mon. Phone 59441.

SERVICES, Wheel tippers, with aluminium bodies.

FODEN 8-wheeler, 6LW Gardner, platform body, £225. ODEN 4LK, 6-ton, £90.

BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536.

1950 FODEN FG 6-wheeler with 22-ft. platform well maintained by very large concern, any trial, £50, Terms and exchanges; also other good Fodens in atock.

RUSH GREEN MOTORS, Langley, Hitchin, Herris Stevensee 175. Stevenage 175.

ODEN 1959 8-wheeler, 6LW, double drive, 6700.
Chalfont St. Gilta 554.

1948 body, good condition all round, 6225 each battle, 1960 beautiful for the condition all round, 6225 each battle, The Lido, Middleton Rd, Banbury, 83-81275

FODEN 8-wheel timper, 6LW, double-drive, 1960 beautiful for Chalfon St. 62,695 box CM3316, care of "The Commercial Motor." 833-xA1262

Foden Wanted

FODEN ex-W.D. 10-ton trucks 6 x 4 required, Gardner 6LW engine, 1400 by 20 tyres, good running condition. Please send full details to Box CM3213. care of "The Commercial Motor." 839-8628

FORD THAMES AND FORDSON

1956 FORD Thames long-wheelbase tipper, drop-side, 11-ft. by 64-in. body, £400. Arrand. Scotter, Gainsborough, Linos. Phone, Scotter 214.

GORDON KING MOTORS, LTD., FORD AND THAMES DEALERS.

TRADER 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder diesel.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft.

Tow-loading Luton body, new and unregistered, ex works. for early delivery, £1,135.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,170.

TRADER 6D diesel 7-ton 6-yd. Anthony drop-side lipper, 9,00 by 20, immediate delivery, £1,461.

1953 FORD 10-cwt, van, £125.

TRADER 6D diesel 7-ton 6-yd. Anthony drop-side lipper, 9,00 by 20, immediate delivery, £1,461.

A LL Thames models in stock for early delivery, any hody built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4.
833-163

WELLSTON MOTOR CO., LTD.,

381-9 WEST GREEN ROAD, LONDON, N.15. Phone, Bowes Park 6821. New LUTON VANS FOR IMMEDIATE

DELIVERY.

NEW FORD Trader 5-ton forward-control 1,700-cu.-ft.
Luton van.
NEW FORD Trader 7-ton forward-control extended
chassis fitted with 20-ft. flat platform body, 900 by 20 USED VEHICLES.

1955 FORD 3-4-ton diesel 1,200-cu.-ft. Luton van. 1955 FORD 3-ton 4D drop-side truck, £365.

1952 FORD P4 diesel 2-ton van, £175. 1952 FORD P6 diesel Sussex 6-wheeler, platform. PHONE, EDGWARE 2572.

FRANK G. GATES, LTD.,

MAIN FORD DEALERS, GATES CORNER, E.18. Wan 6633.

1956 Thames, Perkins P6 diesel, 5-cu.-yd. steel tipper, 1956 PoRD 10-cwt., exceptionally nice condition. 1955 40 long-wheelbase trucks from £340.

1947 FORD 10-cwt. Luton, perfect body and reconditioned engine, £140.

G.T.C. (COMMERCIALS), LTD.

1956 FORD 4D diesel 3-ton short-wheelbase drop-side truck, good order, £255. 1956 FORD 30-cwt. Coat Cutter boxvan, one owner, 1955 FORD 4D diesel 4-ton long-wheelbase truck, 2295. G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242.

1958 FORD Thames 5-ton Trader, diesel, mileage walk in tailboar1, three meat rails and sheep rail, spare wheel unused, condition as new, one owner, £1,750. Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook, Notingham. Phone 26-7245-6-8.

1951 FORD 5-cwt. van, excellent runner, Cavendish Motors, Cavendish Rd., N. 1956 5-ton FORD D long-wheelbase truck, £500.

BS COMMERCIAL (GUILDFORD), LTD., smouth Rd., Guildford, Surrey. Phone, Guildford 833-198 1959 THAMES Trader 7-ton platform truck, one owner, 12,000 miles only, grey and unlettered.

833-157

JULY, 1956, FORD 4D diesel, long wheelbase, £375. 373 East Bank Rd., Sheffield. Phone 29139, 396241.

J 373 East Bank Rd., Sheffield. Prone 29139, 39041.

1959 FORD Trader 6D flat, guaranteed mileage, one way. English of the control of the con

1956 FORD 4D platform truck, excellent or Carmo, Leighton Rd., Kentlish Town, N.W. SPURLING CITY DEPOT offer:-954 Thames 4-cylinder petrol 3-ton boxvan.

Used Goods Vehicles (contd.)

GUY THE GREATEST BARGAINS.

GUY Otter, Perkins P6 engine, 17-ft. 6-in. platform 1955 GUY Otter, Perkins P6 diesel engine, 17-ft. 6-in. platform body, 4-wheeler, 14-ft. wheelbase, unladen weight 3 tons 7 cwt.

1955 glatform body, 4-wheeler, 14-ft, wheeler, 1955 platform body, 4-wheeler, 14-ft, 9-in, wheel-base.

T.G.B. MOTORS, LTD., PRIMROSE ENGINEERING WORKS CLITHEROE, LANCS, 784 (FOUR LINES). 833-229

1953 GUY Otter P6 alloy platform truck, rear tyres new, under 3 tons, £275. New 7-ton Commer. Rootes diesel, 900 by 20 tyres, 5-speed gearbox, list price. Rootes diesel, 900 by 20 tyres, 5-speed gearbox, beryfinder, 200 by 20 tyres, 5-speed gearbox, beryfinder, 200 by 20 tyres, 5-speed gearbox, beryfinder, 200 by 200 GUY, 1954, integral Luton, 1,500 cu, ft., Gardner 4Lk diesel engine, Eaton 2-speed axle, £850. Cli 5920 833-39

HUMBER **Humber Wanted**

WANTED, 1952 or later, HUMBER Pullman vans. Culver's Car Mart, Ltd, Moseley Rd., Fallowfield Manchester, 14. Rusholme 6267-8. 833-418

UNREGISTERED ex-W.D., good runners, from £150 cach. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrooks 477.

LAND ROVER

HUNTER VEHICLES, LTD., 290 SOUTHBURY ROAD.

ENFIELD. Phone, Howard 4184.

1955 LAND ROVER (petrol) station wagon, hard-top with seats and side windows, one owner, LIRE-PURCHASE terms arranged.

LAND ROVER, short-wheelbase, petrol, good condition, £210. LAND ROVER, short-wheelbase, petrol, good 1951 condition, £210, 1951 LAND ROYER, short-wheelbase, petrol, good condition, £245, 1952 condition, £225, 1952 LAND ROYER, short-wheelbase, petrol, good condition, £225,

1952 condition. £238. 1953 condition. £250. 1955 condition. £250. 1955 condition. £250. 1955 condition, hard top assembly, with side win-1956 LAND ROVER, short-wheelbase, petrol, hard-top assembly, good condition, £425, LAND ROVER, short-wheelbase, petrol, good

1957 LAND ROVER, short-wavenum, condition, £475.
1958 LAND ROVER, long-wheelbase, diesel, good condition, £600.
1958 LAND ROVER, long-wheelbase, diesel, good condition, £600.
1958 LAND ROVER, long-wheelbase, diesel, good condition, £600.
1959 LAND ROVER, long-wheelbase, diesel, good condition, £600. condition, £600.
COMMERCIAL (GUILDFORD), LTD.,
outh Rd., Guildford, Surrey. Phone, Guildford,
833-200

1950 LAND ROVER, hard top, very clean and mart. £175. Edgware 2572. 833-257. 1958 excellent order, £495. 4.AND ROVER, 88-in. wheelbase, petrol, in LAND ROVER, 88-in. petrol model, £275. Wray Park Garages. Reigate 2263. 833-369

LEYLAND BROWNHILLS MOTOR SALES.

1955 LEYLAND Comet coal tipper, 14-ft. 6-in. NEW LEYLAND Comet from stock.

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BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

1957 LEYLAND 8-wheeler single-drive, alloy body, excellent condition, only reason for sale due to standardization. £1,850 or near. F.T.S., £td., Thorney 371, nr. Peterborough.

STANLEY HAULAGE,

MANOR HOUSE, HOCKCLIFFE, BEDS.

Hockcliffe 350.

Used Goods Vehicles (contd.)

CENTRAL GARAGE.

AUTHORIZED
LEYLAND, ALBION DEALER,
BARNSLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRACT.
Phone, South Elmsall 276-7-8.

LEYLAND Comet, 1956, forward control, fitted with TERMS AND PART-EXCHANGES.

CENTRAL GARAGE.

SOUTH ELMSALL.

THREE LEYLAND 1959 short eight-wheeled tippers, with 12-cu-yd, alloy bodies, small mileage, as new, paintwork first class. Apply Box CM3223, care of "The Commercial Motor."

833x1169 NEWPORT MOTOR SERVICES, East Usk Rd.,
Newport, Mon. Phone 59441.

LATE 1957 LEYLAND Comet medium-wheelbuse 153-88

1949 LEYLAND Comet cab and chassis, £195. H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 833-166

353 Southend-on-Sea. Phone 43262. 833 Ph

HUDSON. Bawtry 362. 1953 LEYLAND Comet 90 long-wheelbase platform machine is very clean and very sound throughout, ex Clean and very sound throughout, expensive sound throughout through the sound throughout the sound throughout through the sound th

Hippo 6-wheeler, 24-ft. platform, very clean weighted.

RLINGTON MOTOR CO., High Rd., Ponders End Enfield, Middx. Phone, Howard 1266.

RS1-399

LEYLAND Octopus 8-wheeler, double drive. July 1266.

LEYLAND Octopus 8-wheeler, double drive. July 1266. lent running order ND Comet 90 tipper, in exceptionally tiper to the condition, good LEYLAND 4-, 6- and Benheeler, 1950 to 1957, in stock.

R USH GREEN MOTORS, Langley, Hitchin, Herts. 833-305

MAUDSLAY

1950 MAUDSLAY 8-wheeler, 9.6 A.E.C. engine, double drive, good running order, £600, terms

MORRIS AND MORRIS-COMMERCIAL 1956 MORRIS 5-ton drop-side lorry, diesel, painted 1956 cream and black, unlettered, offers.

BRADBURN AND WEDGE, LTD. Darlington St., Wolverhampton. Phone, Wolverhampton 20456, 833-107 MORRIS J2, 15 cwt., very low mileage, with passeng seats and absolutely as new. Cavendish Motor Cavendish Rd., N.W.6. Willesden 0046-8.

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DEALERS.

RELIABLE used vehicles in stock ALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 833-161

1957 MORRIS 10-cwt. van. sood condition, £365. 1954 MORRIS 10-cwt. van, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD.
Portsmouth Rd., Guildford, Surrey. Phone, Guildford MORRIS 1950 Saurer, with cattle container, £195 JOHN HUDSON. Bawtry 362.

1955 MORRIS 1-ton van, grey, £250. Colindale, 833-154.
1953 MORRIS 5-ton diesel short-wheelbase chassis chassis. Edgware 2572. Ed. S. Edgware 2572.

1955 MORRIS 5-ton chassis and cab with diesel surface of two new tyres and batteries just fitted, special body can be fitted at a highly competitive price, 2385. Heath and Wiltshire, Ltd., South St., Farnham (Surrey), 6234.

RUTLAND

1954 RUTLAND tipper, Gardner 5LW, 5-speed gear-box, Eaton 2-speed axle, Pilot twin-ram 14-ft, 6-in, body, 9.00 by 20 tyre equipment, at reduced 14-ft. 6-in. body, 9.00 by 20 tyre equipment, at respect of £450.

WOODYATT MOTORS, LTD., Milton Rd., Southendon-Sea 4°344.

PURLING MOTOR BODIES, LTD., 176-9 Shoreditch 833-433

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities.

Chandless Motors, Ltd., 71 Greenwich South St., Cond., S.E.10. Gre 2033-4.

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1955

LEYLAND Comet short-wheelbase tipper, 10-ft. in well, knock-out axie, a first-class tipper, 10-ft. 6-in. timber body.

1956

LEYLAND Comet short-wheelbase tipper, 10-ft. knock-out axie, a first-class tipper, 10-ft. 6-in. timber body.

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LEYLAND Comet short-wheelbase tipper, 10-ft. knock-out axie, a first-class tipper, 10-ft. 6-in. timber body.

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LEYLAND Comet short-wheelbase tipper, 10-ft. knock-out axie, a first-class tipper, 10-ft. 6-in. timber body.

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1956 6-61,000. Harts Winton 1777. 1956, 8 aition, £260.

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sis, £195.

£1,700.

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very clean

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4-, 6- and hin, Herts. 833-305

.C. engine, £600, terms hin, Herus. 833-303 9.6 A.E.C. ont St. Giles 833-339

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lington St., 20456. 833-107

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tion, £365.

O), LTD., Guildford 833-195 , £195.

833-207 Colindale 833-154 asse chassis good tyres. 833-260 with diesel throughout, I body can Heath and 6234. 833-481

speed gear-twin-ram at reduced

Southend-833-70

s, £285.

n Avenue, 833-171 ft. in well,

low-loader, first-class

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ton Avenue, 833-168

WANTED. SCAMMELL 2-15-ton articulated tractors, 1950 onwards, hitch immaterial, air trailer brakes equatial. Mr. Winters, 3 Melbury Rd., Kenton, Middx. Wer 1805.

SEDDON

1952 SEDDON diesel 7-tonner, 20-ft, drop-side alloy body, g395. Choice of three, 1951 SEDDON diesel 7-tonner, 20-ft, drop-side alloy body, g350.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16, Edgbaston 4501-5 diesel 25-cwt. van-personnel St. Edgware 257 carrier, really smart vehicle, tyres as new £185.

1933 carrier, really smart vehicle, tyres as new, £385, 256
1953 carrier, really for immediate use, must cell, 1953 carrier, ready for immediate use, must cell, 1956 wanted for rebuilding, £100. North Circular Rd., 1956 carrier, 1957 carrier, 1958 carrie

SENTINEL

1956 6-cylinder diesel engine, air brakes, synchromeh gearbox, Michelin K tyres, all very good condition, 61,000. Hartwell Motors, Charminster Rd., Bournemouth, Winton 1777.

Winton 1777.

STANDARD

1956, November. STANDARD 12-ckrt. pick-up. in dition, £260. Wray Park Garages. Retgate 2263. 833-368

THORNYCROFT

1955 Sturdy Star sided platform wagon, £220; or uniters, cash adjustment. Noblett and Underwood, Ltd., 21 Jockey St., Warrington. 833-24

21 Jockey St., Warrington.

1954 THORNYCROFT 8-wheeler, 24-ft. platform 1966, very low mileage, one owner, a very large concern. 1968 H GREEN MOTORS, Langley, Hitchin, Hetter, Stevenage 175.

TROJAN

1954 TROJAN personnel wagon, very good condition £350,

1954 TROJAN 25-cwt. van. overhauled and in immaculate condition, £335. Armold and Pile, Ltd.

Trojan Main Dealers for Kent), St. Vincent Rd. Dartford,
Phone, Dartford 6371.

WANTED.
TROJAN low-mileage models, 1955
Eucz. Phone, Hadleigh 57271.

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H. A. SAUNDERS, LID.,

CASTLE STREET, WORCESTER. Phone, Worcester 27100.

OFFERED SUBJECT TO BEING UNSOLD.

DROP-SIDE TRUCKS.

1957 AUSTIN 5-ton normal control diesel, £530. 1956 BEDFORD 7-ton forward control petrol, £475.

1954 BEDFORD 7-ton forward control R6 diesel, 1952 VULCAN 8-ton Gardner diesel, £220. 1951 JENSEN 5-ton P6 diesel, alloy body, £255.

PLATFORM TRUCKS.

1958 FORD 5-ton normal control diesel, Baico extension, 20-ft, body, £475.
1951 THORNYCROFT 8-ton diesel, 17-ft. body, 2300. TIPPERS.

1955 AUSTIN 3-ton short-wheelbase dicsel tipper, 1953 BEDFORD 5-ton petrol, short-wheelbase tipper,

CATTLE TRUCKS.

1949 THORNYCROFT 5-ton diesel, 16-ft. lift-off body. £295.
1948 COMMER 5-ton forward control petrol, 16-ft. 6-in. tigid body. £225.

PRIME MOVERS.

1954 AUSTIN 5-ton Loadstar petrol prime m with Scammell hitch, choice of three, £95

MISCELLANEOUS.

1949 COMMER 30-cwt. van. 1948 BEDFORD petrol 5-ton platform truck.

1949 COMMER forward control 5-ton petrol 1948 AUSTIN 5-ton petrol platform.

1950 DODGE 5-ton diesel flat.

ALL above available for £400 or offers for any 833-86

FORD AND SLATER. LTD.

LEYLAND, ALBION, SCAMMELL. TIPPERS.

1958 LEYLAND Comets, medium-wheelbase, 14-ft. alloy and timber fixed and drop-sided bodies,

1958 LEYLAND Comets, medium-wheelbase, 14-ft. acod selection of each.
1958 is alloy and timber fixed and drop-sided bodies, acod selection of each.
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PLATFORM.

LEYLAND Comet, forward control, long wheel-base, chassis and cabs; choice of two.

LEYLAND Comet, forward control, long wheel-spec, 19-ft, timber flats; choice of two.

BEDFORD 7-ton, Comet engine, 16-ft, timber drop-side hody; choice of two.

FODEN 8-wheeler, 24-ft, timber flat.

1954 LEYLAND Comet, Scammell artic, unit.
1957 AUSTIN 5-ton, diesel, 14-ft. 3-in, timber flat.
1958 AUSTIN 5-ton, diesel, 14ft. 3-in, timber flat.
1958 BEDFORD 5-ton, P6, 14-ft. timber drop-side body.
1958 SEDDON 5-ton, P6, 14-ft. timber drop-side body.
1948 MAUDSLAY 7-ton, 19-ft. timber flat.

948 MAUDSLAY twin steer, 20-ft, timber flat.

954 SENTINEL 7-ton, 17-ft. 9-in. timber flat. 1954 SENTINEL 7-ton, 17-ft. 5-in. timber drop-side body.
1951 8-ft. 1952 Sentine Registered ALBION CX23 6-wheeler, 18-ft.
1954 ATKINSON, 17-ft. 10-in. timber flat.
1954 ATKINSON, 17-ft. 10-in. timber flat with 2-ft. timber flat.
1958 BEDFORD 7-ton diesel, 11-ft. by 2-ft. steel flate-side body.

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ALBION Clydesdale 7-8-ton integral-built van, 17 ft. 6 in. by 7 ft. by 6 ft., one owner, 9.00 by 20 12-ply tyres, unladen weight 4 ton 10 cwt. 56 lb., first registered September, 1956, £1.385.

B.M.C. 7-ton long-wheelbase platform lorry, 16 ft. first registered 1956, £64.585.

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Ben to the first registered 1953, £958.

Ben to the first registered 1953, £958.

Ben to the first registered 1953, £958.

Ben to the first registered October, 1955, £985. ESS5.

To ft. by 2 ft., first registered 1936, £545.

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935, 2385.

OMMER TS3 Buys 6-wheet truck, 21 ft. by 7 ft. by 1935, 2385.

ENIS 6-wheel drop-side truck, 21 ft. by 7 ft. by 16-in. aidea, 9.00 by 20 14-ply tyres, first registered November, 197, 41.265. 6385.

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1.1.35. DDON Mk. 7 3-ton boxvan, approximately 650 cu. ft..

SEDDON Mk. 7 3-ton boxvan, approximately 650 cu. ft..

7.00 by 20 10-pty tyres, first registered 1954, £485.

SEDDON 6-7-ton platform lorry, 16 ft, by 7 ft. by

18 in., 8.25 by 20 12-pty tyres, first registered 1950, SEDDON Mk. 15 74-ton long-wheelbase tipper, recent new Edbro gear and boody, approximate body dimension 14 ft. by 7 ft. by 4 ft. 9.00 by 20 12-ply tyres, first egistered August, 1957.

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Beood condition throughout, £1,250,ccler, exceptionally
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MAUDSLAY 1948 twin steer long-wheelbase platforms.
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S-ft. wheelbase extension and new 20-ft. platform
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20 tyres all round; thus vehicle is in exceptionally sood
condition throughout, 1990.

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171 engine, is good condition, £175.
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ERF 1945 7½-ton long-wheelbase, 5LW Gradnet
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nonthis, £150.

ENNIS MAX 1946 7½-ton diesel, this vehicle is in
months, £350.

EDFORD 1956 A-type, P6, long-wheelbase, doubted
over £800 has been spent on it in the past 18
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two, 4450
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A LBION 1951 HD53L diesel tractor unit, good unit but in serious engine trouble, as is, £325.

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A.E.C. 1956 Mammoth Major double-drive 8-wheeler, side tipper; this machine is in exceptionally sood condition throughout and is on all good trees. 22.750.

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1956, October, GUY Invincible 8-wheel 21-cu.-yd.
Meadows big engine, good order Infroughout including
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948 MAUDSLAY, double drive, 24-ft, flat.

948 ALBION, double drive, 24-ft. flat.

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gear and new 22-ft. body. double drive.
1954 LEYLAND Hippo 8-wheeler, fitted new Milshaw
gear and new 22-ft. body. double drive.
1954 LeYLAND 8-wheeler, new Milshaw gear, 20-ft.
1956 S-wheelers with new Pilot gear, 22-ft.
1950 FODEN 8-wheeler, new Milshaw gear, 22-ft.
1950 body. 1950 SEDDON diesel tipper with 12-ft, body and 2-ft, drop-side, 1948 A.E.C, 8-wheeler, new Pilot gear, 22 ft, body. 948 1947 E.R.F. Twin Steer, fitted with 18-ft. body.
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(Continued in next column)

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1952 ALBION HD oiler, fitted with air brakes, with 21-ft. flat body, with canopy.

FODEN, 4LK engine, with 16-ft. 6-in, flat

1951 FODEN, 4LK body.
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1959 FORD Thames Trader 6-cylinder diesel 6 cu, yd. Edbro fixed-side tipper, in very good condition throughout, £780.

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1957

Claie) LEYLAND Octopus, 24-ft, drop-use
1951

THORNYCROFT Sturdy Star, 16-ft, 6-in, platform body,
1951

Every good order throughout
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SENTINEL 7-8-tonner, 4-cylinder Ricardoengine,
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ABBON Chieftain hydraulic tipper, choice of
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1948

SCAMMELL 8-wheeler, 6LW engine,
1937

FODEN twin steer, 5LW Gardner, 21-ft, platform, £200.

OR further details and prices of the above apply:

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Dec. 4, 1959—THE COMMERCIAL MOTOR 59 (Supplement)

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(COMMERCIAL VEHICLE SALES), 188 REGENT ROAD, LIVERPOOL, 20. BOOTLE 4343. BOOTLE 4343

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IF YOU REQUIRE A QUALITY USED TRUCK. TIPPER, FLAT. DROP-SIDE OR TRACTOR. THE FOLLOWING LIST OF VEHICLES MUST BE OF INTEREST TO YOU.

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1957 MANY cheap tippers available for site work.

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OOD selection of long-wheelbase and tippers available PHONE. Castle Bromwich 2615 for Birmingham's best

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1950 E.R.F. 8-wheeler long-wheelbase platform.

953 AUSTIN Loadstar 1000 August 1000 Augus engine. VULCAN P6 engine, long-wheelbase platform, 2-speed axle. DODGE 145A, R6 diesel engine, long-wheel-base. 1946 1954 SEDDON 6-ton long-wheelbase flat, Service FODEN OG4 long-wheelbase platform, 4LK PHONE, CALL, WRITE.

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ALBION Clydesdale 8-tonner, long wheelbase, diesel.

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55 MENT diesel.

56 MENT diesel.

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57 ALBION diesel.

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Leyland engine; Leyland engine; by-bodied tipper. er, resprayed. y-bodied tipper,

very clean. nydraulic tipper, ry clean, ulic tipper, Pt

truck. ydraulic tipper,

e truck. ydraulic tipper, er, 12-ft. body, ton hydraulic ton hydraulic new P6 engine, stroke engine, res.

r, steel body, rnal use, £600, er, very clean. c tipper, very wards.

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crane. platform, Boys

ixle. petrol engine. s-cyl. diesel. neelbase platft. 3 in. by se plaiform,

base flat, 7.7 ase platform long-wheel flat, Service atform, 4LK axle.

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ontrol long-

wheelbase, Bruck, light-7-ton short-

base tipper er, petrol. sel tipper.

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MORRIS 5-ton drop-sider.

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STANDARD 6-cwt. pick-up.
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with 3-ft, 6-in. fixed sides, tyres and very good.

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PORD new 7-ton 160-in.-wheelbase Thames Trader chassis and cab fitted with 6D diesel engine, heater, flashing indicators, 28-aga. Ingl tank, 9.00 by 20 tyres on 3-piece wheels; can be supplied with platform, drop-side tipping bodies. Express delivery van, fitted with hoater, Tanking indicators, passenger seat.

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1952, Homalloy body, ready for immediate service. £330.
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dition, £460.

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SPARE parts for all types of passenger vehicles, engines, gearboxes, back axles, etc.

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37-SEATER. 1952. BEDFORD, Gurney Nutting body, floral moquette, certificate of fitness 1962.

1-SEATER Thames Duple, 1959. coach, Formica sides, heaters, radio, etc.

1-SEATER, 1956-7. BEDFORD Duple, glass quarters, tubular racks, luggage lockers, Formica sides, etc., choice six.

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YOUR ESTABLISHED FORD DEALERS.
WOOLWICH 5313.

166-8 PLUMSTEAD COMMON ROAD. 833-19

Used Passenger Vehicles (contd.)

ANNUAL SEASON SALE

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25 C.O.F. 1965 SUPER DOUBLE-DECKERS.

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1946-48 BRISTOLS

IN STOCK NOW
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SPECIAL H.P. TERMS.

1946-48 high-bridge BRISTOL double-deckers, fitted mechanical and body condition, certificate of fitness 1963, recertified end of 1958, choice of 20, price £575-£600.

1946 Eastern Coachworks all-metal bodies, low miles. 5LW Gardner engines, in perfect mechanical condition, certificate of fitness end of 1961, choice of 17, price £375-£400.

1955 LEYLAND Atlantean low-bridge decker, all-metal, rear engine, electric rear doors, automatic change, in superb mechanical and body

1951 A.E.C. 37-seaters, fully fronted Burlingham chinental seating, underfloor engine, good tyres all round, certificate of fitness 1963, choice of four, price £1,500-£1,750.

El.300-El.750.

1951 Burlingham Seagull body, self-adjustable reclining seating, underfloor engine, certificate of fitnes end of 1961, eatra seats to convert to 41-seater for the above machine, choice of four, price £1500-£1,750.

1950 49-48 A.E.C. 35-33-eater super-luxury coaches, bodies by Harrington, Duple and Windover, 96 and 7.7 diesel units, all reseated this year, in immaculate mechanical and body condition, certificate of fitness 1961-63, choice of 35, price £425-£650.

ABOVE VEHICLES PURCHASED FROM THREE OF THE LEADING PRIVATE OPERATORS IN THE COUNTRY.

1949 48 MAUDSLAY. Duple. Plaxon and Burling-lensines, the models and statement of first planes. Solid 7.7 diese ensines, trice to clear E23. diese of fines. 1961-62, choice of six. price to clear E23. diese planes. Planes 1961-64. 1949 BRISTOL 35-seaters, Eastern Counties all-metal oca-body saloons, fitted late-series 9.6 AV 6-cylinder engines, in perfect mechanical and body con-dition, certificate of fitness 1961-63, choice of five, price

1948 49 A.E.C. Mark III 34-seater service saloons, lent body and mechanical condition, certificate of fitness 1960-61, choice of 10, price 4350-6500. EYLAND TS8, inted 1951 Burlingham 34-seater service salones, the seater service of the seater service seater servi

DOUBLE-DECKERS.

DOUBLE-DECKERS.

1946 48 high-bridge BRISTOL double-deckers, fitted 5LW and 7.7 diesel engines. in perfect mechanical and body condition, certificate of fitness 1963, recertified end 1958, choice of 20, price \$75-\$600le-deckers, fitted 1939 40 BRISTOL low-bridge double-deckers, fitted bodies, low-mileage 5LW Gardner engines, in perfect mechanical condition, certificate of fitness end of 1951.

THESE ARE ONLY A FEW OF WELL OVER 200
PASSENGER VEHICLES OF MOST WELL-KNOWN
MAKES AND SEATING CAPACITIES WHICH ARE
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1948-49 DENNIS Mark III, 6-cylinder diesel engines, under 10,000, choice of four, price £120-£150 each 1948-49 PSI-type Leyland diesel engines, some just 1948-49 7.7 and 9.6 A.E.C. diesel engines, low mileage, and sea, choice of 10, price £125-£175 each. 1948-49 Gardner, 6LW, SLW, 4LW diesel engines, low mileage, choice of 10, price from £75-£100 expression £75-£1

ALL THE ABOVE ARE COMPLETE WITH FULL PUMP, DYNAMO AND STARTER. GEARBOX IF REQUIRED AND CARRY OUR THREE MONTHS' UNCONDITIONAL GUARANTEE.

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\$20,000 Of brand-new and used spares of all 8.6 and 7.4, etc. Transmission units, differentials, etc. at lowest prices. Inspect our new walk-around spares afores.

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FREE DELIVERY 100 MILES.
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A.E. 195 194

COACH SHOWROOMS AND SERVICE STATION, FARNHAM TRADING ESTATE, FARNHAM, SURREY.

Phone, Farnham 4626-7, 8 a.m. to 6 p.m. After 6 p.m., Farnham 4481.

NEW BEDFORD Duple, Plaxton, Burlingham 41-seater coaches, 1960 models. Delivery of these vehicles is available now. Choice of petrol and diesel engines with 4- or 5-speed gearboxes. Demonstrations of either available at your premises by request. We invite your

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Model unregistered BEDFORD SB1, 4-speed box, Burlingham Senaull couch, red-cream exterior, red interior, heaters, List price.

1960 box, Duple Super Vega, maroon-grey exterior, red interior, heaters, wireless, Perspex canopy, demonstration model, 1,000 miles only.

1959 COMMER Avenger TS3, air brakes, Duple Super Vega, slass roof quarters, utbular tacks, red interior, red-cream exterior, certificate of fitness 1966, £3,500.

tubular racks, red interior, red-cream tatellor, technologistics 1966, £3,500.

1958 BEDFORD Vega 41-seater Duple, heater, radio, formica sides, 7 ft. 7 in. wide, certificate of

finess 1965, £2,975.

1956 BEDFORD Burlingham, 41 scats, red interior, maroon-ivory exterior, certificate of fitness 1961, 82,575.
1955 guarers, tubular racks, 7-ft. 6-in. body, creammaron exterior, £2,350.
1955 And 1954 BEDFORD R6 Duple 36-seaters, autumn tint interior, certificate of fit-

ness, both 1964. £1,900.

1953 pull front, choice of two, certificate of fitness

1962 and 1963, £975. 1952 BEDFORD Thurgood 37-scater, bodywork red-cream, very clean, low mileage, certificate of finess 1962, £1,400. 1952 BEDFORD 35-seater, heater, good tyres, above-average condition, certificate of fitness 1962.

\$1,600.

1951 body, green interior, clean vehicle, certificate of fitness 1961, £950.

1951 ROYAL TIGER fitted 41-scater Bellhouse, 14-mixed library fitted fitness 1961, £1,595.

1950 LEYLAND Comet, Bellhouse, Hartwell 33-scater, Perspex canopy, certificate of fitness 1961, £1,595.

17-0 seater, Perspex canopy, certificate of fitness 1906, £550.

1947-58 DAIMLER, 35-seat Plaxton body, red interior, grey and maroon exterior, certificate of fitness May, 1961, £475, and maroon exterior, certificate of fitness 1962, choice of two, £475 each.

518-62, choice of two, £475 each.

THE MILLBURN ORGANIZATION,

COMMERCIAL AND PASSENGER VEHICLES. SALES SPECIALISTS.

OFFER FOR IMMEDIATE AND EARLY DELIVERY: NEW LEYLAND TIGER CUB. 41-SEATER DUPLE SUPER DE LUXE COACHWORK. NEW THAMES 6D, 41-SEATER DUPLE HARRINGTON AND PLAXTON LUXURY SALOONS. PLACE YOUR ORDER WITH US NOW FOR SPRING DELIVERY

GOOD ALLOWANCE ON PART EXCHANGES. WRITE, PHONE OR CALL FOR QUOTATIONS,

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GUY Arabs, P6 and 5LW units, 30, 33, 53 and 56 seaters, certificates of fitness up to 1963.

EYLAND TD7, 53-seaters, certificate of fitness.

CROSSLEY Plaxton 35-seater, certificate of fitness 1961
PDIs, 53 seaters, Leyland allmetal bodie.
LEYLAND PSI, 33-seater coaches, certificates
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LEYLAND PSI 35-seater service buses, certiwork factor of fitness up to 1964, Burlingham coachwork. CHOICE of 20 GUY Arab 56-scaters, high-bridge double-deck buses with 6LW units.

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OLYMPIA GARAGE LIVERPOOL STREET, SALFORD, 5. Phone, Pendleton 5201. EVENINGS, OLDHAM MAIN 2461.

NEW A.E.C. Reliance 41-seater Plaxton Consort, fitted glass quarters, in-swing racks, heaters, red interior, exterior painted to customers requirements, immediate

exterior painted to cumous restaurant state of the delivery. BeDFORD diesel 41-seater Planton Connort, red interior, cream exterior, heaters, immediate delivery. Few BeDFORD diesel 41-seater Harrington Crusader, radio, microphone, heaters, red interior, cream and red exterior, immediate delivery. TeW BEDFORDS, Plaxton and Duple bodywork, delivery for Easter and Whit week.

SECOND-HAND COACHES NOW IN STOCK.

1956-7-8 LEYLAND Tiger Cubs. Duple and Bur-lingham bodywork, choice of 10 in immaculate

1950 lingham bodywors, choice of the condition, all new tyres of the condition, all new tyres of the condition and new tyres of the condition will be caterior, approximately 17,000 miles since new, immaculate, Duple, red interior, 1959 srey and red exterior, approximately 18,000 miles, ex our own fleet, condition as new our own fleet, condition, as new our own flee

1955 BEDFORD petrol 38-seater Duple and Yeates, red interior, choice of four.

BEDFORD petrol 36-seater Harrington, autumn int interior, cream and red exterior, in perfect

condition, £1,600 LER Freeling 39-seater Plaxiton coachunder the coach coach

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1952 BEFFORD Duple Super Vega 35-seater, cream
ATE 1951 BEFFORD SB 33-seater Duple, fitted
quarter lights and heaters, green interior, cream and
green exterior.

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VE also have a good selection of recond-hand half-cabs and full-front diesel coaches. All current certificates of fitness. Prices from £80 to £350, 833-220

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NEW 1960 model BEDFORD (petrol and diesel) 41-coaches, from stock.

New 1966 mode Bedford (petrol and diesel) 41
We 1966 mode Comort till luxury and standard coaches, from stock, from stock the first of the coaches, from stock the first of the coaches, from stock the first of the coaches, from stock the first of the consort, full luxury. Triplex quarter lights.

Ew Bedford Shi diesel 41-seater Harrington Consort, full luxury. Property of the coaches of the c

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SUPER FULL-FRONTED 53-SEAT LOW-BRIDGE DOUBLE-DECK COACHES, 8 FT. WIDE, ENCLOSED REAR PLATFORMS. IDEAL FOR EXPRESS AND LONG-DISTANCE TRAVEL. 1948-49 LEYLAND PDI, 7.4-LITRE ENGINE, BURLINGHAM COACHWORK.

COMFORTABLE seating in red figured moquette, capacious luggage rack on lower deck, good enclosed loading platform wide stairways, good heating system. Perspex roof lights, exterior colours red, current certificates of finess, 81 LEYLAND PSI 7.4-litre oll engines, complete with fuel pump, dynamo, starter motor and clutch.

A Representative vehicle at our premises for your inspection.

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Dec. 4, 1939—THE COMMERCIAL MOTOR 69 (Supplement)

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IMMEDIATE DELIVERY.

NEW COACHES.

NEW BEDFORD SBI diesel 41-seater Pixton Perspert quarters. Inbular racks, radio and beaters, many extras, lovey and red.

NEW BEDFORD SBI diesel 41-seater Harrington Crusader, Perspex quarters, tubular racks, radio and heaters, many extras, cream and red.

NEW BEDFORD SBI petrol 41-seater Duple Super Vega, Perspex quarters, tubular racks, radio and New BEDFORD SBI and SBS diesel 41-seater Duple ALL C. Reliance chassis, vacuum or air brakes, radio and heaters, colours to chôice.

A.C. Reliance chassis, vacuum or air brakes, with 1960 designs; available for early delivery, finished to instructions.

instructions.

LEYLAND Leopard chassia, air brakes, mounted with Duple, Plaxton or Harrington coschwork to 1960 design; available for delivery Easter or Whitsun.

ALL MAKES OF PASSENGER CHASSIS SUPPLIED
WITH DUPLE, PLAXTON, HARRINGTON OR
BURLINGHAM COACHWORK.

USED COACHES.

FOR IMMEDIATE DELIVERY EX-STOCK.—

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BEDFORD.

1958 Duple 41-searce Super Vega, glass roof quarters, hearers tubular racks. Formica panels, radio, two server and blue, certificate of fitness 1963.

1957 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1967 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1958 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1958 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1958 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1958 Duple 41-searce Super Vega, 7 ft. 6 in. wide, 1958 December 1964.

1954 Plaxion 38-seater, perspex quarters, 1961.

1955 Plaxion 38-seater Super Vega, 1961.

1956 Duple 38-seater Super Vega, 1961.

1957 Gurney Nutting 35-seater fitted, finished blue and green, certificate of fitness 1964.

1958 Gurney Nutting 35-seater meanted cream little proof vega in floration of niness 1962. choice of six.

1959 May 1961.

1950 May 1961.

1950 May 1961.

1951 May 1961.

1952 May 1961.

1953 May 1961.

1954 May 1961.

1963 May 1961.

1964 May 1961.

1965 May 1961.

1965 May 1961.

1965 May 1961.

1966 May 1961.

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1953 Resal Mk. 4, underfloor engine, mounted with individual seating in red moquette, many extras fitted finished cream and red, certificate of fitness 1963; choice

of three.

1949 with new full-front Yeates Riviera coachword
in 1954, Perspec quarters, tubular racks, divided seats it
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1964; choice of three.

LEYLAND.

1950 PSI 35-seater Bellhouse-Hartwell coachwork.
1960, choice of two.
1950 shade of two.
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FIRST REASONABLE OFFER ACCEPTED FOR ANY OF THE FOLLOWING COACHES.
SUBJECT TO BEING UNSOLD.

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1958 BEDFORD Duple Super Vega, 41-scater, radio red patterned upholstery, small mileage, as new, £2,953 BEDFORD Duple Vega, 33-scater, radio and maroon with the contract of t

\$950, AGONDA de ville 7-seater shooting brake, fitted with Lak Gardner diesel engine, very economical, £375. BULLOCK, Commercial Garage, Stockport Rd., Cheadle, Cheshire.

1952 A.E.C. Burlingham Seaguil 39-seater coach.
1952 certificate of fitness 1963. £2.400.
1953 35-seater coach, certificate of fitness 1963. £40\tau
W. F. PERRY, LTD. Station Bridge, Medictions.
Midds. Phone, Harrow 1031.

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DECKERS. 1963.

PECTION

kers, fitted in perfect iness 1963, 575-£600. fitted 1951 low mile-nical con-ice of 17,

Burlingham ing Con-all round, ur, price

37-seater -adjustable of fitness er for the 1,750. windover, immacu-of fitness

REE OF Burling-7.7 diesel 62, choice

eater ser-windows, of fitness

excellent of fitness KERS. ers, fitted wered by nical and ified end

rs, fitted all-metal perfect of 1961, decker, tric rear and body

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engines, mileage, ch. ome just w mile-

engines. E75-£100 OX IF ONTHS

of all Leyland etc., at stores.

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1959 BEDFORD diesel 41-seater Burlingham coaches, as new, available shortly, £3,350.

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1954 COMMER TS3 41-seater Plaxton coach, 2-speed axle, new engine, £2,350.

1955 Elizabethan coach, new engine, £2,350.

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20wn fleet, choice of two certified 1964, £2,700.

20 Cly Arab lightweight, 6HLW underfloor engines, 41-seater Burlingham Seagull coaches, choice of nine, ex our own fleet, £2,500.

1953 A.E.C. Ma, 1 44-seater Yeates coach, certified 1962, £1,700.

1954 Choice of two, certified 1962, £1,700.

1955 Hartwell coach, certified 1961, £1,350.

2155 Hartwell coach, certified 1961, £1,350.

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1950 FODEN 2-stroke 39-seater Bellhouse-Hartwell coach, new Mk. II engine fitted, certificate of 1950 coach, new Mk. II engine fitted, certificate use fitness 1962, £850.
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1950 coach, certified 1960, £850.
1949 MAUDSLAY 7.7 33-seater Duple coach, certified

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£490, OR AVAILABLE FOR

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FOR SHORT OR LONG PERIODS.
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MIGHTS AND WEEK-ENDS, 32347 AND 2293.

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He have now several FORD chassis available at Burlingham and Duples which can be finished to WE also have a selection of well-maintained used coaches which are available for your inspection, of which are listed below.

able January 200 body, fitted with Leyland Comet engines, avairable January 201 MER TS3, radio and heater, 41-seater, 1957 cCOMMER TS3, radio and heater, 41-seater, 1958 cCOMMER Duple 41-seater, brown-cream, 1959 between 1966 one only certificate of fitness 1966, one only certificate of fitness 1966, one only certificate of fitness 1966, one only heaters, approximately 20,000 miles, condition as new, choice of t.ur. 1956 COMMER 41-seater Plaxton, radio and heaters, approximately 20,000 miles, condition as new, choice of two.

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LONDON COMMER DEALERS. COMMER Rootes diesel mounted Duple, Plaxton, Harrington 41-seater coach bodies, finished to

A.E.C. Reliance, mounted Duple, Plaxton, Harring-ton 41-seater coach bodies, finished to

1955 certificate of fitness.
1957 certificate of fitness.
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PART-EXCHANGES and hire-purchase to suit you

38 UXBRIDGE ROAD, EALING, W PHONE, EALING 7987.

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Used Passenger Vehicles (contd.)

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L EYLAND double-decker PDI, diesel, 1948 and 9, power 7,4 engine, fully fronted Burlingham bodies, moquette scating, logsagie rack in lower deck, Perspex roof lights 8-ft. wide. 53-seaters, heaters both decks, and manually operated doors on rear platform, certificate of fitness on some others being certified for three to four years, new years fitted if required and repainted, price from £975 to

tyres fitted if required and repainted, price from £975 to £1,282D Thames coach. 1959, June, Ford diesel Burthelman luxury coach, 41-seater, Perspex roof lights, heaters, demisters, etc. (two-speed axie), wheel diese, mileage 12,000, this machine is perfect as new in every respect, painted to customer's choice, price £3,050, speed and brakes modified to 1959 standard, in superb condition, two-speed axies and many other extras including heater, choice of two), autumn that moquette, price £2,200 each. (choice of two), autumn that moquette, price £2,200 each in superbead to 1950, 41 tested by the composition of the c

Barlingham bodies, no bulkheads, certificate is sued by the licensing authority for one-man operated coaches, Leyland PSI. 1947, '48 and '49 full-fronted Duple and bulkheads, certificates issued by the licensing authority for one-man operation, driver-operated door, ted and cream exterior, 31 luxury coach over the coaches of the coach

A LL the above vehicles can be seen by appointment only at one of our depots. "HAPPY DAYS" COACHES,

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NEW coaches available on Bedford, Commer. Ford, Abloin and Leyland chassis, with bodies by Burling-ham Duple, Harrone Dept. Harrone Duple petrol 41-seater, radio, 1957 COMMER 41-seater Plaxton.

1956 BEDFORD Plaxton 41-seater.

956 BEDFORD Duple 41-seater. 955 COMMER TS3 Plaxton 41-seater.

1955 COMMER TS3 38-seater.

953 FODEN 41-seater 2-stroke. 1952 FODEN Gardner 41-seater.

952 DENNIS Vulcan Duple 41-seater.

1952 BEDFORD petrol Plaxton 37-seater.
1952 A.E.C. Mk. IV Burlingham Seagull.
1952 BEDFORD 33-seater Duple.
VARIOUS 1949 and 1950 petrol and diesel coaches, all available at clearance prices. for the coming season.
WE are now taking orders for the coming season.
an offer good hire-purchase terms on new and second-band machines.

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FOURWAYS GARAGE,
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Smallwood 225, 226. 833-504

STOCKLAND GARAGE, LTD.,

MARSH HILL, ERDINGTON, BIRMINGHAM, 23. Phone, Erd 2488.

LEYLAND PS1s, choice of three, guaranteed in first-class condition including tyres, batteries, now being recertified, 35-seater full-fronted Duples, owned by us

BEDFORD, petrol engine, guaranteed in first-class condition including batteries and tyres, certificate of fitness 1962, 35-seater full-fronted Duple, owned by us

nnness 1962, 35-seater full-fronted Duple, owned by us since new £1,600.

EYLAND PS2, 9.6 diesel, 1950, guaranteed in frazclass condition throughout full-fronted 35-seater
Burlingham, any trial or examination, £750.

WULCAN P6 diesel, 1950, 31-seater, in good condition
throughout, £350.

All y vehicle taken in part-exchange. Hire-purchase
facilities.

STOCKLAND GARAGE, LTD., AUSTIN AND FORD STOCKISTS.

PORD Trader 7-ton long-wheelbase drop-sided truck. FORD 4D hydraulic tipper, 3-5-ton, as new.

A USTIN A152 van, small mileage, £395. AUSTIN 2-3-ton Lutons, £40-£60.

STOCKLAND GARAGE, LTD.

833-72 1 X 35 1947 MAUDSLAY Duple, certificate of triness 30,1.61. 1 x 33 1949 Maudalay Burlingham, certificate of fitness 51.261. Excess to requirements; offers, Box CM331, care of "The Commercial Motor".

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Used Pass

1957, 3

1957-6.

1954, at 11.3.64, £1.6

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1949 1949

12 Coach

A.E.C

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New Be and H for early of New B coach 1955 1953 1951 A LSO the solice of the solice of

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PASSENGER FORD COACH DEALERS.

NEW Thames Yeoman 41-seater Duple.

NEW Inames Coman 41-scater Dupie.

New Thames Consort IV 41-scater Pluxions; early delivery after receiving finishing details.

1959 BEDFORD Super Vega 41-scaters, full-luxury bluggage lockers, as new, certified 1966.

1959 BEDFORD Seaguil, 41-scater, full-luxury better the season of the season

1956 halfers, Perspex roof quarters, tubular racks, Formica side panels and many other extras, in excellent condition throughout, certified 1961.

1956 bedForn Seaguil 36-seater, full-luxury Burcondition throughout, certified 1961.

1956 bedForn Seaguil 36-seater, full-luxury Burcondition lingham body, fitted with heater, in excellent condition bedForn Seaguil 36-seater, full-luxury Burcondition for the property of the propert

and heater, certified.

1954 BEDFORD Vega 38-seater, full-luxury Duple BEDFORD Vega 38-seater, full-luxury Duple and red, in excellent condition throughout, certified 1964.

1954 A.E.C. Reliance 37-41-seaters, full-luxury Roe bodies fitted with public address system, lift-up roof lights, in excellent condition throughout, certified 1964.

1964, choice of two. 1953 BEDFORD Plaxton 37-seater, full-luxury body, fitted with heater and radio, Perspex quarters, tubular racks, in good, clean condition throughout,

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ON

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Applicants should have had experience in the organization and control of a large transport fleet and be thoroughly conversant with modern practice in repeir and maintenance of these vehicles, comprising private care, light commercial desel and pertol-driven heavy transport vehicles. Salary—Schedule A. Class L. Grade 10—41,025-41,065.
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Dec. 4, 1939—THE COMMERCIAL MOTOR 79 (Supplement)

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POREMAN mechanic, wide general experience. A macried, family, diest, betrol, machining, diestric, gressive and constructive, home or abroad. Present tran port manager, dairy, agricultural plant. Ayrshire. Bo CM324, care oil "The Commercial Motor." 833-8118

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THREE MECHANICAL LOADERS. ONE MECHANICAL ROAD SWEEPER, THREE 15-CWT. DUMPERS, ONE 1,500-GAL. TAR DISTRIBUTOR,

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H. N. JENNER, County Surveyor.

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THREE MECHANICAL EXCAVATORS. ONE DITCHER.
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ONE ASPHALT BURNER-OFF,
ONE GRAVEL ELEVATOR,
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Forms of tender and further particulars may be obtained from the County Engineer and Surveyor, County Hall Wakefield.

The County Council do not bind themselves to accept the highest or any tender.

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BERNARD KENYON,

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November, 1959

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Tenders, on documents obtainable from Engineer, must reach me by 10 a.m., Decer J. NOEL MARTIN.

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26.11.59.

833-251

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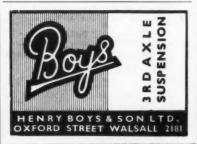
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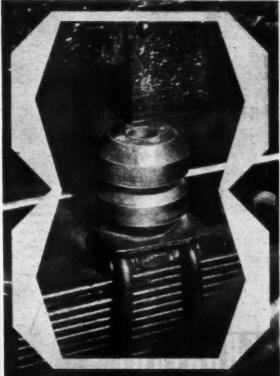
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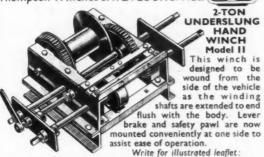


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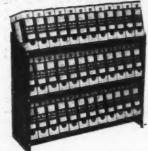
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THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 29

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